Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No.: 2007071056

VOLUME 2 APPENDICES

Metro™

March 3, 2008

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Appendix A

Scoping Outreach Report, Including NOP and Responses to NOP

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

Metro
metro.net

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

ORIGINAL FILED

JUL 13 2007

LOS ANGELES, COUNTY CLERK

Notice of Preparation of Environmental Impact Report

TO: Agencies, organizations, and interested parties

SUBJECT: Notice of Preparation of an Environmental Impaet Report (EIR)

PROJECT TITLE: **Canoga Transportation Corridor,** Metro Orange Line Extension (North)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The project is an approximately 4-mile extension of transit service from the current terminus of the Metro Orange Line (MOL) at the existing Canoga Station, north to the Chatsworth Metrolink Station (there are three potential alignment corridors extending north from the Canoga Station to the Chatsworth Metrolink Station: Topanga Canyon, Canoga and De Soto), with a possible 2-mile extension further north (along De Soto or Topanga Canyon) to a new park-and-ride facility at the SR-118 freeway. The Canoga alignment ineludes an approximately 100-foot right-of-way owned by Metro. There are approximately 95 leases/sign board contraets and licenses/easements within that right-of-way. The projeet may also extend south to the Warner Center transit hub. The three alternate potential alignment corridors eontain a mixture of commercial, industrial and residential (multi- and single-family) uses, with more residentially zoned land along the Topanga Canyon and De Soto routes. Several mobile home parks are located adjaeent to the Metro right-of-way.

PROJECT DESCRIPTION: The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to extend transit service from the existing Metro Orange Line terminus at Canoga near Vanowen, north to the Chatsworth Metrolink Station. Seven potential build alternatives have been identified: 1) Mixed Flow Rapid Bus on Canoga, 2) Dedicated Lane Rapid Bus on Canoga, 3) Canoga Avenue Busway – MOL rail right-of-way Extension, 4) Mixed Flow Rapid Bus on De Soto, 5) Dedicated Lane Rapid Bus on De Soto, 6) Mixed Flow Rapid on Topanga Canyon, and 7) Dedicated Lane Rapid Bus on Topanga Canyon. During preparation of the EIR, a screening analysis will be undertaken to identify the most feasible/desirable alternatives to be diseussed at an equal projeet level throughout the EIR. The screening analysis will take into account environmental, socio-eeonomic, economic, logistical and other factors in evaluating the alternatives. It is anticipated that, in accordance with the California Environmental Quality Act (CEQA), less feasible/desirable alternatives will be analyzed at a lesser level of detail appropriate to CEQA alternatives. The EIR will also consider the feasibility of the extension of transit service from the Chatsworth Metrolink Station, north to a new park-and-ride facility at the SR-118 freeway. Two potential routes for this further extension will be evaluated: Topanga Canyon and De Soto. In addition the EIR will consider a Transportation System Management Alternative (TSM), which will include the addition of bus service on Canoga and improvements to bus service along existing routes. The EIR will also consider the No Project Alternative. Modifieations to the Division 8 bus maintenance facility on Canoga at Nordhoff, or a new maintenance or bus parking facility may also be evaluated in the EIR.

PROBABLE ENVIRONMENTAL EFFECTS: The following topics have been preliminarily identified to be studied in the EIR: Traffic, Circulation and Parking, Land Use and Development and Community and Neighborhood Impacts, Displacement and Relocation of Uses, Visual and Aesthetic Impacts, Air Quality, Noise and Vibration, Biological Resources, Geotechnical/ Sub-surface/Seismic and Hazardous Materials and Wastes, Water Resources, Energy, Historic, Archeological and Paleontological Impacts, Parklands and Other Community Facilities, Safety and Security, Construction Impacts, and Growth Inducing Impacts.

SCOPING MEETING: Three scoping meetings will be held for the project: One meeting for agencies will be held July 24, 2007 from 2 p.m. to 4 p.m. at Metro offices (Gateway Room, One Gateway Plaza, Los Angeles, CA 90012). Two public scoping meetings will be held: Thursday, July 26, 2007, 7:00 p.m. to 9:00 p.m., Chatsworth High School, Chancellor Hall, 10027 Lurline Avenue, Chatsworth, CA 91311; and Monday, July 30, 2007, 7:00 p.m. to 9:00 p.m. NEW Academy of Canoga Park, Multi-Purpose Room 21425 Cohasset Street, Canoga Park, CA 91303. The public scoping meetings will begin as an open house with Metro staff providing information on the projeet. A presentation will be made from 7:30 p.m. to 8:00 p.m. Formal public testimony on the scope of the EIR will be received by court reporters throughout the event. Verbal comments made during the 8:00 p.m. to 9:00 p.m. portion of the scoping meetings will be recorded and incorporated into the Draft EIR public record. Written comments received at the address below by Monday, August 13, 5:00 p.m. will also be incorporated.

AGENCY RESPONSE TO THIS NOP: Metro requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the project. Your agency may need to use the EIR when considering any permit or other approval that your agency must issue for the project. Written responses and comments will be accepted between July 13, 2007 and August 13, 2007. Please send written comments to Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012. Your comments may also be sent by e-mail to Daviswa@metro.net.

Canoga Transportation Corridor Project

Summary of Outreach Activities and Public Comments from July 2007 Environmental Scoping Meetings

January 11, 2008

Metro

metro.net

I. INTRODUCTION

This report summarizes the outreach activities that took place from May to August 2007 in support of the Environmental Impact Report (EIR) for the proposed Canoga Transportation Corridor Project. The Canoga Transportation Corridor project is a proposed four mile extension of the Metro Orange Line that would connect the Canoga Station to the Chatsworth Metrolink Station, with a possible extension to State Route (SR)-118.

Metro places a high priority on public feedback and outreach. This is consistent with State requirements and is necessary in ensuring broad public knowledge regarding the proposed project. In implementing the activities for an inclusive community outreach process, Metro in coordination with CPG managed an outreach program to support the environmental review process and documents all outreach activities.

A. Outreach Parameters

Nearly 300 community stakeholders were identified via research of key community groups, neighborhood councils and organizations, businesses, and briefings with elected officials. Close to 300 stakeholders contact information was catalogued in a project database that includes elected officials, transportation focused organizations, neighborhood councils, homeowners associations, mobile home parks, resident associations, lease-holders along the Metro right-of-way (ROW), business groups, churches and equestrian groups with specific interests along the Canoga Avenue Transportation Corridor. Additionally, Metro purchased mailing list of 44,100 residential addresses within the target area bordering SR-118 to the north; US-101 to the South; Shoup Avenue to the West and Mason Avenue to the East.

B. Scoping Meeting Notices

Approximately 60 Agency Scoping meeting notices were mailed the week of July 16, 2007 to federal, state, regional, county, and city agencies as well as offices of elected officials.

C. Newspaper Advertisements

The Notice of Preparation was placed in English and Spanish in two major publications, which were selected for their San Fernando Valley-oriented circulation and audience. The scoping meeting advertisements were published in:

- *Daily News* (July 10, 2007)
- *La Opinión* (July 10, 2007)

D. Project Hotline

A local project telephone hotline was established at (818) 276-1289, to provide stakeholders with easily accessible project information and as an interactive and more personal way for the public to leave messages, comments, and/or questions for the project team. The recorded messages directed callers to various options such as leaving a comment or question, and providing contact information to be added to the project database. Telephone messages were recorded in the four identified languages spoken along the corridor: English, Spanish, Korean and Armenian. The hotline is monitored on a daily basis and all messages forwarded to the team as soon as they are received. A direct line to the Metro Outreach Project Manager was provided as an option for callers who required immediate attention. A phone log is maintained to document all calls received and entered in the project database. The hotline number is printed on all project information materials, newspaper advertisements, and e-mails.

E. E-Newsletter Network

An E-newsletter network was created so that information regarding public scoping meeting dates could be effectively and quickly disseminated to the public via existing communication channels. The network included posting project information and announcing scoping meetings on existing community newsletters, chamber of commerce e-mail distributions, elected officials' e-newsletters, neighborhood councils' e-mail blasts, and equestrian groups and business organizations newsletters. Several of the

organizations receiving the newsletter information placed scoping meeting dates and corridor maps on their websites, in e-newsletters and in mass e-mails to their memberships. The following organizations were contacted:

- Pierce College
- Save Chatsworth, Inc.
- Canoga Park Improvement Association
- Chatsworth Neighborhood Council
- Canoga Park Improvement Association
- Northridge West Neighborhood Council
- Winnetka Neighborhood Council
- Chatsworth Neighborhood Council
- West Hills Neighborhood Council
- Woodland Hills-Warner Center Neighborhood Council
- Valley Alliance of Neighborhood Councils
- Reseda Neighborhood Council
- Canoga Park Improvement Association
- VICA Transportation Committee
- San Fernando Economic Alliance
- Canoga Park/West Hills Chamber of Commerce
- Warner Center Neighborhood Council
- Canoga Park Neighborhood Council
- Topanga Messenger
- San Fernando Sun
- Kiwanis Club
- ETI Corral
- Valley of the Stars
- Valley Home Owners Association
- CRA
- Friends of the Los Angeles River
- California State University Northridge
- Woodland Hills Chamber of Commerce
- Friends of the Los Angeles River
- New Armenian Daily

F. Blogs

Key blogs were identified that could serve as information conduits. The identified blogs were located in the San Fernando Valley, as well as transportation blogs that serve the Los Angeles area. Information regarding the Canoga

Transportation Corridor and scoping meeting announcements was posted the week of July 9th on the following blogs:

- Along for the Ride
- Curbed LA
- Green LA Girl
- LA Bus Girl
- LA Times Bottleneck Blog
- Metro Rider LA
- The LA Metro Mole

II. STAKEHOLDER ENGAGEMENT

A. Stakeholder Briefings

Preparation for one agency and two public scoping meetings consisted of two phases of outreach that was initiated in June 2007. The first phase of outreach targeted the elected officials who represent the Canoga Avenue Corridor area. Decision-makers and their staff members were introduced to the project and their feedback and involvement was solicited. A total of 6 briefings were held with elected officials representing the corridor.

Date	Elected Officials / Staff
June 13, 2007	Office of Los Angeles County Supervisor Michael Antonovich
June 19, 2007	Office of Los Angeles County Supervisor Zev Yaroslavsky
June 20, 2007	Office of Mayor Antonio Villaraigosa Deputy Mayor
June 20, 2007	Office of Los Angeles City Councilman Greig Smith
June 26, 2007	Office of Los Angeles City Councilman Dennis Zine
June 27, 2007	Division 8 (Chatsworth Facility) Staff, Congressman Brad Sherman Assemblywoman Julia Brownley Senator Alex Padilla Senator George Runner Assemblyman Lloyd Levine

C. Announcements to Neighborhood Councils and Community Organizations

The second phase of the outreach program was conducted in an effort to reach a larger audience of the corridor-area stakeholders. Public scoping meeting announcements and information materials were distributed to 16 key community organizations to encourage participation in the scoping process:

Date	Organization
July 10, 2007	Northridge West Neighborhood Council
July 10, 2007	Winnetka Neighborhood Council
July 11, 2007	Chatsworth Neighborhood Council
July 11, 2007	West Hills Neighborhood Council
July 11, 2007	Woodland Hills-Warner Center Neighborhood Council
July 12, 2007	Valley Alliance of Neighborhood Councils
July 16, 2007	Reseda Neighborhood Council
July 16, 2007	Canoga Park Improvement Association
July 17, 2007	San Fernando Valley Economic Alliance
July 18, 2007	Valley Industry and Commerce Association (VICA) Transportation Committee
July 18, 2007	Kiwanis Club of Woodland Hills
July 18, 2007	Rotary Club of Woodland Hills
July 19, 2007	Canoga Park/West Hills Chamber of Commerce
July 19, 2007	Warner Center Neighborhood Council
July 25, 2007	Canoga Park Neighborhood Council
July 27, 2007	Woodland Hills Chamber of Commerce

IV. SCOPING MEETINGS

A total of three EIR required scoping meetings were held – one for agencies and two for the general public. The two public meetings were held at each end of the Canoga Transportation Corridor: Chatsworth High School at the north-end and NEW Academy of Canoga Park at the south-end. The Agency scoping meeting was held at Metro Headquarters in downtown Los Angeles. The meetings provided public

agencies and the public with an opportunity to learn more about the project, ask the project team questions, and officially provide feedback for the formal public record. The total number of scoping meeting participants was 168.

A. Media Coverage

Metro provided "Metro Briefs" to the following publications during the weeks of July 9 and 16, 2007:

- *Burbank Leader*
- *Daily News*
- *Encino Sun*
- *Glendale News Press*
- *LA Valley BEAT*
- *San Fernando Valley Sun*
- *Sherman Oaks Sun*
- *Studio City Sun*
- *Tolucan Times*
- *Valley News Group*

Information regarding the scoping meetings appeared in the following publications:

- *San Fernando Valley Business Journal* (July 17, 2007 and July 24, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 29 (July 17, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 30 (July 23, 2007)

B. Public Scoping Meeting Format

A government agency scoping meeting was held at Metro headquarters in downtown Los Angeles and two public scoping meetings were held in Chatsworth and Canoga Park. A total of 168 participants attended the meetings. 96 participants attended the public scoping meeting at Chatsworth High School on July 26, 2007. 69 participants attended the public scoping meeting at NEW Academy of Canoga Park on July 30, 2007.

The format for the meetings consisted of an Open House followed by a PowerPoint presentation and public comment period. The open house format provided stakeholders the opportunity to view current project information and provide feedback as well as have direct contact with the project team. The open house format utilizes information stations staffed by project team members and encourages personal

interaction, and allows for the open exchange of information and ideas. Additionally, this format provides the public with immediate responses to issues, concerns and comments, thereby reducing misinformation and rumor.

The open house featured display boards that served to better illustrate the project description, environmental review process, corridor-area map, and the various alternatives under consideration. Technical team members were available to speak directly with scoping meeting attendees and to answer questions.

The open house session was followed by a PowerPoint presentation provided by Metro Project Manager. The presentation was followed by a "formal" public comment session at which time meeting attendees were invited to express their thoughts about the project for inclusion in the scoping section of the Draft EIR. For those individuals not choosing to provide verbal testimony, forms were provided for submitting written formal comments.

Participants were instructed to provide verbal testimony by completing a speaker card. Participants choosing to comment were called in the order their cards were received and were allowed two minutes to complete their formal comment. All verbal comments were captured by a certified court reporter for inclusion in the scoping section of the Draft EIR. In addition to the court reporter, a videographer recorded both public scoping meetings.

Interpreters were available at both scoping meetings to provide simultaneous Spanish speaking translation. Participants wishing to listen to the proceedings in Spanish were provided with audio headsets.

C. Scoping Meeting Information Materials

Upon arrival to the Scoping Meeting, each attendee signed-in and was provided with information materials. The materials included:

- Welcome Sheet – explaining the purpose and format of the scoping meeting
- Metro Project Map – showing study area and alignment alternatives

- Metro Orange Line Pamphlet – providing detailed information on the Metro existing Orange Line route, stations and features
- Alternatives Packet – maps describing each alternative under consideration for the Canoga Transportation Corridor
- Speaker Card – for individuals choosing to provide verbal testimony
- Comment Sheet – for individuals choosing to provide written comments

D. Project Boards

Bilingual (English/Spanish) project display boards were presented at all scoping meetings. In order to convey the project in a simple and straightforward manner, it was important to create a visual display that effectively disseminated key information and at the same time attracted the attention of the casual viewer. The following display boards were created to convey fundamental information about the project:

Project Boards
Welcome *Project Goals* *EIR Contents* *EIR Process Overview* *Types of Bus Service* *Metro Orange Line photos* *Existing Land-Use Map* *Aerial Photos of Project Area (available at Metro Library)* *Corridor Area Map- including a possible extension to the SR-118*
Alternative 1- No Build
Alternative 2- Transportation System Management (TSM)
Alternative 3- Mixed Flow Metro Rapid on Canoga Avenue
Alternative 4- Canoga Avenue Dedicated Lane Metro Rapid
Alternative 5- Canoga Avenue Busway - Metro Orange Line Extension
Alternative 6- Mixed Flow Metro Rapid on De Soto

Alternative 7- De Soto Dedicated Lane Metro Rapid
Alternative 8- Topanga Canyon Mixed Flow Rapid
Alternative 9- Topanga Canyon Dedicated Lane BRT

E. Stakeholder Feedback

Comment Sheets were made available to all Scoping meeting participants permitting those who wished to make written comments to do so in either English or Spanish. Meeting participants had the option of providing a formal comment during the public comment segment of the meeting, or through mailings or e-mailing. The deadline for comment was August 13, 2007.

The following are the questions listed on the Comment Sheet:

We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)
3. Additional Comments

A total of 36 comments were received at the first public scoping meeting held at Chatsworth High School. The subject matter of most issues consisted of support for an alignment on the Metro-owned right-of-way (ROW) and concerns for an on-street extension of the Orange Line further north from the Chatsworth Metrolink Station to State Route (SR)-118.

The following is a summary of comments received:

Those voicing support for Alternative 5 (Canoga Avenue Busway) expressed that it would:

- Enhance the physical surroundings on and along the ROW
- Provide the least impact to the community
- Create dedicated bicycle and pedestrian paths
- Ensure the most cost-effective and logical use of existing land

- Benefit high school students attending nearby educational institutions
- Reduce traffic

Those voicing concern for the proposed extension to SR-118 expressed concern that it would impact:

- Scenic corridor and rocks
- Biking and hiking trails
- Zoning and land use
- Cultural landmarks and existing petroglyphs
- Open space

Instead of the SR-118 extension, several stakeholders suggested the use of an existing park and ride in Porter Ranch.

Other comments submitted included:

- Recommendation for usage of native plants for landscaping
- Support for a bus stop at Parthenia Street
- Need for ridership projections to justify project
- Concerns for property acquisition
- Consideration of disabled residents who use Access Paratransit
- Concerns for the loss of businesses who lease land on the Metro-owned ROW

A total of 29 comments were received at the second public scoping meeting held at the NEW Academy of Canoga Park. Metro has a higher concentration of lease agreements on the southern portion of its ROW and several of those tenants attended this meeting to voice their concerns. For the public comment session, comments were split approximately in half between those voicing opposition or support for the alternative that had the busway on the Metro-owned ROW (referred as Alternative 5 during scoping).

Those voicing support for Alternative 5 (Canoga Avenue Busway) stated that this option would:

- Benefit the entire San Fernando Valley
- Be most cost-effective

- Ensure speed and capacity goals
- Maintain best use of land
- Benefit older residents/non-drivers from nearby Mobile Home Parks
- Keep buses off existing streets
- Increase pedestrian pathways
- Create bicycle pathways

Those voicing concern for Alternative 5 (Canoga Avenue Busway) feared:

- Negative impacts on businesses that would be relocated
- Uncertainty of where businesses would be relocated
- Noise impacts from buses

Other comments included:

- Requests for a soundwall for residents living adjacent to the ROW
- Support for a bus stop at Parthenia Street
- Consider light rail as a possibility for the eventual replacement of the busway
- Operational issues/suggestions, including the need for Metro to better maintain its property
- Concerns regarding the park-and-ride option at SR-118
- New color for the north-south portion of line (in lieu of “Orange”)
- Analyzing the impact two large malls in area will have on the proposed project

Five e-mails from community members indicating support for Alternative 5 were received and four letters of support for Alternative 5 were received from the following organizations:

- United Chambers of Commerce of the San Fernando Valley
- Woodland Hills-Tarzana Chamber of Commerce
- Pierce College
- Transit Coalition

V. CONCLUSION

Comments received from both public scoping meetings generally indicated support for Alternative 5. However, general concerns were expressed pertaining to the impact the project would have to existing businesses along the Metro-owned ROW. There were a number of people who expressed concern pertaining to the possible extension of the project to the SR-118 Freeway impacting parkland, equestrian areas and cultural landmarks.

This report summarizes the outreach activities in support of the Environmental Impact Report for the proposed Canoga Transportation Corridor Project. The entire scoping report with the accompanying appendices, are available through the Project Management Office at (213) 922-7456.

Chatsworth Equine Cultural Heritage Organization
P. O. Box 3932
Chatsworth, CA 91313-3932

July 26, 2007

MTA
c/o CPG
626 Wilshire Bl
Suite 1000
Los Angeles, CA 90017

Re: Canoga Transportation Corridor

Dear Scoping Committee Members,

I would like to advise you that Canoga Avenue would not be a good route to tie into the 118 freeway for several reasons. First of all, Canoga feeds two schools just off Rinaldi. Also, Canoga Avenue is the major equestrian access to open space and parks north of the 118. Then too, you should be aware that a 375-home subdivision has been approved just north of the 118 at Canoga with projected additional traffic in the range of 4000 trips per day.

I believe De Soto would be a better alternative and might not be too costly to improve becausof existing freeway ramps. In addition there is a parcel of land north of the termination point where De Soto ends and Browns Canyon begins that might make and ideal "park & ride" site. A secondary benefit to the community for this site could be the dedication of a park in the canyon below. The canyon has been problematic for years with all sorts of illegal activity.

I hope this information helps.

Respectfully yours,

Jerry England, President
21624 Los Alimos St.
Chatsworth, CA 91311
(818) 701-0141

CARL OLSON
The Motorist's Best Friend
P.O. Box 564
Woodland Hills, California 91365
818-223-8080

Comments on EIR for Proposed Chatsworth Extension
Of L. A. C. M. T. A. Orange Line Busway
Submitted July 26, 2007

1. The prospective construction and operating costs of over $200 million for the proposed Chatsworth Orange Line Busway extension would better be spent on much more beneficial projects for motorists and busriders. Motorists are 95+% of the public. Bus riders have suffered because of the diversion of extra money into the Orange Line.

2. There is no significant demonstrable transportation need for the extension. No bus line exists on Canoga Avenue currently. This indicates the extremely low demand for bus riders from the Victory Boulevard to the Chatsworth train and bus station. There's no reason to invest hundreds of millions for an unwanted service.

3. The Orange Line itself has a mediocre ridership. The 23,000 weekday boardings indicates that only 11,500 persons are using it on weekdays. That amounts to very few beneficiaries for the $500 million costs of the busway, plus the ongoing operating deficit in the millions of dollars. There is no indication that the Orange Line is performing any better than a Rapid Bus service would be along Victory Boulevard to the North Hollywood Red Line station. The 11,500 is only a small fraction of 1% of Valley residents.

4. The Orange Line takes about 45 minutes from the Canoga Avenue station to North Hollywood, inasmuch as it stops at all intersections with red lights. The trip from Chatsworth to North Hollywood would be an hour. This is not very attractive.

5. Getting any significant bus riders from the train riders at the Chatsworth station is truly remote, and vice versa. There are hardly any train riders to start with. And why would a train rider want to pay more, wait longer for the bus, and arrive at the destination later?

6. An Orange Line extension along Canoga Avenue would destroy numerous prospering businesses. The city is in need of commercial and industrial space and should not destroy it. Some of the business buildings have been recently built. The property should instead be sold, and the proceeds devoted to the taxpayers.

7. There is no need to build a separate busway along Canoga Avenue. An Orange Line bus could very easily go north and south on Canoga Avenue at virtually the same speed as along a parallel busway route about 50 feet to the east. Canoga Avenue is a truly speedy street right now. If such an service were adopted, it is important that only one out of, perhaps, four Orange Line buses go on the extension to Chatsworth, due to the extremely low ridership expected. There's no need to waste millions of dollars of operating expenses to run nearly empty buses.

8. Almost nobody has relocated to live along the Orange Line and the other rail lines in order to take advantage of the system regularly in preference to using a car. The attached Los Angeles Times article of June 30, 2007, correctly reports that people do not want to restrict themselves only to collective transit corridors, which cover less than 1% of Southern California. The other 99% of the city are best accessed quickly by car.

9. There is definitely no need to extend a busway from the Chatsworth station to the 118 freeway. There is already a bus service from Simi Valley to the Chatsworth station. The engineering challenge for a busway that would have to climb steep slopes to get to the 118 freeway would be astronomical, let alone finding any economical flat land for a station.

10. The taxpayers of Los Angeles do not exist merely to benefit the construction and bus operator trades. They deserve to get worthwhile and economical services out of any MTA project. The Orange Line extension has all the earmarks of a boondoggle.

Near the rails but on the road

Transit's lack of convenience cited

Billions have been spent on transit-friendly housing, but it appears people aren't leaving their cars behind.

By Sharon Bernstein and Francisco Vara-Orta
Times Staff Writers

TV cameras in tow and champagne at the ready, a dozen of the county's most powerful civic leaders — including the mayor of Los Angeles, L.A. City Council members and county supervisors — touted the latest and glitziest new development in Hollywood: the planned W Hotel and apartments at the storied corner of Hollywood and Vine.

This project, they pledged at the groundbreaking earlier this year, would restore a sagging neighborhood while also minimizing traffic — an important promise in increasingly gridlocked Hollywood.

"People could live here and never use their cars," declared MTA Chief Executive Roger Snoble at the February event.

It's a vision expressed frequently by local government officials, who see building large mixed-use developments next to mass transit lines as a key solution for not just the region's traffic congestion but also its spread-out geography and reputation for being unfriendly to pedestrians.

In Los Angeles alone, billions of public and private dollars have been lavished on transit-oriented projects such as Hollywood & Vine, with more than 20,000 residential units approved within a quarter mile of transit stations between 2001 and 2005.

But there is little research to back up the rosy predictions. Among the few academic studies of the subject, one that looked at buildings in the Los Angeles area

[See Transit, Page A18]

[Transit, from Page A1]

showed that transit-based development successfully weaned relatively few residents from their cars. It also found that, over time, no more people in the buildings studied were taking transit 10 years after a project opened than when it was first built.

Los Angeles, with its huge geographic footprint and its limited public transportation system, can't offer residents of these developments the kinds of sophisticated transit networks available in cities like Washington, D.C. — or even smaller ones like Portland — where transit-oriented projects are believed by many to be working.

The Times decided to examine driving habits at four apartment and condominium complexes that have already been built at or near transit stations in South Pasadena, North Hollywood, Pasadena and Hollywood.

Reporters spent two months interviewing residents, counting cars going out of and into the buildings and counting pedestrians walking from the projects to the nearby train stations.

The reporting showed that only a small fraction of residents shunned their cars during morning rush hour. Most people said that even though they lived close to transit stations, the trains weren't convenient enough, taking too long to arrive at destinations and lacking stops near their workplaces. Many complained that they didn't feel comfortable riding the MTA's crowded, often slow-moving buses from transit terminals to their jobs.

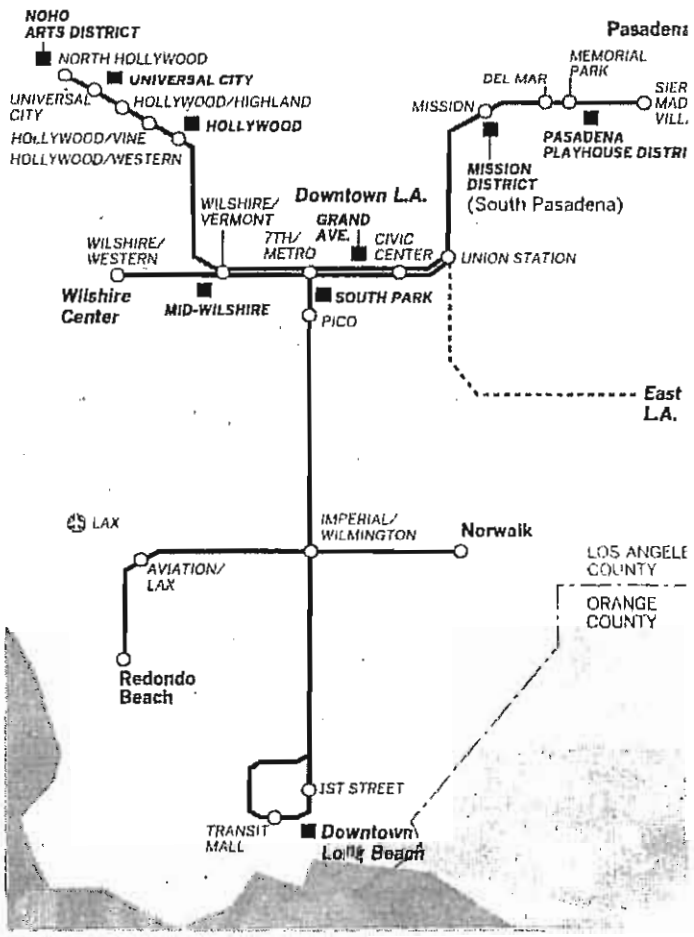
Moreover, the attraction of shops and cafes that are often built into developments at transit stations can actually draw more cars to neighborhoods, putting an additional traffic burden on areas that had been promised relief.

Harry Cosmatos, a Kaiser Permanente radiation oncologist, is exactly the type of educated, upscale commuter that planners and transportation experts want to draw via transit-oriented developments.

Trains and automobiles

In the hope of luring commuters from their cars, officials are counting on large transit-oriented complexes with residential un near rail stations.

■ Some areas of existing or planned transit-oriented projects
—○— Light-rail lines and stops ···· Gold Line extension



Note: Drawing is schematic

Source: Metropolitan Transportation Authority, Times reporting

Mark Hafer *Los Angeles Ti*

In 2005, he purchased a townhouse in a project built partly atop the Mission Meridian Gold Line station in South Pasadena.

He works at Kaiser Sunset, which is at a Red Line stop in Hollywood.

He loves his new home, with its craftsman touches and picturesque South Pasadena set-

ting, in arguably the bes signed transit-orie development in the region.

Cosmatos also likes the Line — it reminds him of th lage train near where he we medical school on Long Isla

But the 36-year-old phys nevertheless drives to work.

The train?

"It's not for me," he

"Maybe for other people, but not for me."

It takes two trains and at least 45 minutes to get to work on the Gold and Red lines, Cosmatos said.

Driving is 15 minutes faster, he said, and more convenient.

The problem — reluctantly recognized by some of transit-based development's most influential boosters — is that public transportation in Southern California is simply not convenient enough: Either it takes too long to get places or, more important, doesn't take people where they want to go.

The region's transit system is limited, experts say, because it was built on two assumptions that have since proved untrue: that most traffic was generated by commuting trips and that most people worked downtown.

Nowadays, people nationwide are driving so much to take their children to school, run errands and engage in other activities that these trips far outstrip commuting, according to federal transportation statistics.

To make matters worse, almost all of the transit-oriented construction that has so far been approved in the L.A. area is for housing rather than job centers or the village-style shopping areas that planners had originally envisioned.

Barring significant changes, this could mean that tens of thousands of residents will be clustered near train stations they only occasionally use. For most shopping, schools and jobs, they'll still get in their cars.

Film student Isaiah Eller is a good example of the quandary.

The 21-year-old left two cars behind in Michigan, figuring he wouldn't need them when he moved to the Mark apartment building in Hollywood last year.

Just two blocks away from the Hollywood and Vine Red Line station in a neighborhood with plenty of restaurants and shops, Eller considered the vintage building of 101 units a perfect place to live without a car.

But after just a few months, he says he's so frustrated trying to get around Los Angeles on public transportation that he's thinking of bringing both vehicles out from the Midwest.

Using the system here took too long, didn't go where he needed and was unpleasant, he said.

"I've only ridden the bus three times, and that was enough," Eller said.

He's not alone. Although several residents of his building said

[See Transit, Page A19]

The train is 'not for me. Maybe for other people, but not for me.

HARRY COSMATOS,
who lives and works by rail stops but drives to his job

[Transit, from Page A18]

they had given up their cars, about 30 of the 54 cars in the garage pulled out during morning rush hour.

But such realities haven't stopped or even slowed the wave of projects planned or under construction.

Huge developments in the pipeline include the L.A. Live and Grand Avenue projects downtown and hundreds of units around Metro stations in Hollywood, North Hollywood and the Mid-Wilshire areas.

Countywide, massive apartment and condominium complexes have been developed in Pasadena, South Pasadena, Long Beach and elsewhere.

Backers — who include planners, elected officials and builders — say such development is the best way to avoid a traffic meltdown as 6.3 million anticipated new residents crowd Los Angeles, Orange, Riverside, San Bernardino and Ventura counties over the next 30 years.

Moreover, the developments are appealing to young people and empty nesters because they have a neighborhood feel that traditional sprawling subdivisions often lack, said Gail Goldberg, planning director for the city of Los Angeles.

"You're seeing in California a whole trend toward moving into more urban settings," she said. "People like to walk around and go to a coffee shop, go to the movies. That is a very desirable way to live."

But does that mean people will stop using their cars?

Two related studies, both conducted by UC Berkeley and Cal Poly Pomona, show that people who live near transit tend to use it more than people who don't. But the number is still minuscule compared with the number who drive.

Residents were more likely to use transit only if it took less time than driving, if they could walk to their destinations from the transit stop when they arrived, if they had flexible work hours and if they had limited access to a car.

Otherwise, researchers said, most people tend to drive — particularly if they get free parking at their workplaces.

At the Pacific Court and Bellamar apartments in Long Beach, researchers found, just 6.3% of residents said they used the Metro Blue Line to go to work in 2003. More than 78% of the residents of the transit-based projects said they never used the line.

"The dilemma we have is the destinations," said Robert Cervero, a UC Berkeley urban planning professor who is coauthor of the two studies of transit-oriented developments.

Even though more people are living near transit stations, he said, in Southern California work and school sites are not necessarily near train and bus stops.

That's different from the older East Coast cities, where the urban grid is closely connected to the local transit system.

"That to me is the big difference as to why transit-oriented housing works a lot better in other parts of the world," Cervero said.

In other words, he and others said, in Southern California, the new, denser transit-based housing projects could actually lead to more congestion rather than less.

Take the development where Cosmatos, the cancer doctor, lives.

Before the 67-unit project was built, the land on which it stands held two bungalows, according to South Pasadena officials. If each household had two cars, that would mean a maximum of four cars going in and out each day.

But on the four days The Times counted cars entering and leaving the complex, the picture was quite different. From 6 to 9 a.m. on four weekdays earlier this year, 50 to 60 cars left the residents' parking lot. An a tional 75 pulled into the str around the development on e of the mornings so their dri could patronize the coffee s that is built into the project. more vehicles — about 50 a.m. — pulled into a parking at the development for pe who drive there to use the nea Gold Line station.

There is another issue fa transit-oriented developm Regional statistics gathered the Southern California Ass Governments show that job ters are moving away from t sit lines rather than tow them.

That's exactly what h pened for construction indu worker Eric Johnson, who mo to South Pasadena's Mis Meridian project with the in tion of taking the Gold Lin his job downtown.

But a few months ago, company moved to Sun Valle far from a transit line. So Johnson drives.

The Times found similar sults at the other locations s veyed.

At Academy Village in No Hollywood, which sits abou third of a mile from the No Hollywood transit station, ab 120 cars left the building e morning, while fewer than ha dozen residents set off on foot

In Pasadena, a 352-unit bui ing sits directly over the Del M Gold Line station; it was tw thirds leased when The Tim did its survey. Of 225 people w got off the train on a recent e ning, just one, Cheanell Hend son, headed toward the apa ment complex.

She loves the convenience taking the Gold Line. But sh not so sure about her fellow t ants. "I save a lot of money on expenses," Henderson said. "I I haven't met any neighbors the train yet."

sharon.bernstein@latimes.com
francisco.vara-orta@latimes.com

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Debbie Nate

Affiliation (i.e. organization, resident, business name) Resident

Address 21042 Hemmingway St Canoga Pk

Phone # 818 341-5180 E-mail Address

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I'm Completely in favor of alternative #5. I've often Wondered why a line linking the North and South had not been established. It makes Sense to use land that is available already. A bike path along Canoga - that is safe would be a wonderful addition to Our Community

This alternative would have a Very limited impact on Current traffic patterns while it is developed. A Metrolink station with elevated access would be an outstanding alternative to accessing the station. Canoga ave is Currently under utilized. Topanga and Desoto would back up terribly if dedicated lanes for busing were used. Mixed flow on Canoga makes no Sense at all. adding more buses on Topanga & or Desoto makes no Sense. they are already crowded. Noises from extra buses may also impact Residents.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Even with daily towing of cars parked along Desoto AND Topanga, there ARE always those who continue to park their cars - thus backing up traffic daily along Desoto AVE. This would be a problem affecting the proposed

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Stan & Connie Miller

Affiliation (i.e. organization, resident, business name) Home Owner

Address 22116 Hiawatha St

Phone # 818 881 3985 E-mail Address

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

like Alternative 5.

Desoto Already Has Busses?

Bus On Canoga Would Make Traffic Very Congested.

Alt. 5 would Be Cost Wise.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Lance Lundberg

Affiliation (i.e. organization, resident, business name) resident

Address 20741 Tribune St. Chatsworth, CA 91311

Phone # 818.882.7527 E-mail Address lance_lundberg@hotmail.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

As most are already painfully aware, business rush-hour traffic on De Soto from the 118 and Roscoe is extremely congested (esp 7:30-8:30 am and 4:30-6pm) Drivers are beginning to choose residential street alternatives such as Mason Ave & Lurline to avoid congestion, raising danger for pedestrian traffic & children at play.

We cannot fathom the consideration of dedicating one existing lane for Metro line, as this would bring De Soto to a crawl at rush-hour.

An alternative such as Canoga, with less traffic today, would seem more logical for consideration.

Thank You,
Lance Lundberg

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Sanjé Ratnavale, Associate Head of School.

Affiliation (i.e. organization, resident, business name) Sierra Canyon School.

Address 11047 De Soto and 11052 Independence Avenue

Phone # 818-882-8121 E-mail Address sratnavale@sierracanyonschool.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

There are 2 schools just south of the 118 who own property there. The schools own property that has been used to educate kids for 30 years +. We do not want any eminent domain actions on our land for any proposed park + ride stations by the 118. The Schools are Chatsworth Hills Academy and Sierra Canyon School. There schools serve over 1500 students ~~and over~~ every

SANJE RATNAVALE
Associate Head of School
818-882-8121
Sierra Canyon School

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
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Chatsworth High School - July 26, 2007 – 7 p.m.

Name HARVEY SKIAR

Affiliation (i.e. organization, resident, business name) Resident & Ace Auto & Truck

Address 21750 Nordhoff & 19184 Lassen #N/R Storage

Phone # 818 9936622 E-mail Address

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I think Canoga corridor should be closed because you have most of the vacant land

Tony Skiar

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Comment Sheet – Canoga Transportation Corridor
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Chatsworth High School - July 26, 2007 – 7 p.m.

Name Marty Woll

Affiliation (i.e. organization, resident, business name) Save Chatsworth, Inc.

Address 21301 Candice Pl., Chatsworth, CA 91311

Phone # (818) 773 9655 E-mail Address n6vi@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1) The dedicated-busway alternative that uses existing MTA right-of-way along the east side of Canoga Avenue will be far less disruptive to other traffic than will on-street alternatives and will provide the fastest service.

2) Park-and-ride at either Topanga Cyn Blvd or De Soto Ave. at SR-118 is problematic on several fronts:
a) Topographically challenging
b) Adjacent to live creek and other ecologically sensitive areas
c) Disruptive to adjacent residents. d) "F" Intersections already
MTA already has a park-and-ride at Porter Ranch Drive, just 1 mile east of De Soto Ave. and right off EB + WB exits off SR-118. No homes are affected; shuttles can take Rinaldi west to De Soto, then south to Devonshire.

3) Park + Ride or other SR-118 connections should not be pursued until Orange Line extension ridership AND SOURCES THEREOF are observed and studied.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Vivian Seeley

Affiliation (i.e. organization, resident, business name) Resident

Address 10439 Nevada Ave

Phone # (818) 701-6456 E-mail Address

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I found that Alternate 5 (Canoga Ave) is the most appealing because:

1) It is close to Topanga Cyn makes it convenient for me.
2) It would eliminate a lot of traffic congestion on Topanga Cyn
3) Buses are already on the Soto
4) The corridor would run parallel to Canoga & thus cost less to put into operation. (except for the elevated access). I'd like the fact that it would be a "closed or dedicated system as versus Alternative 4.
5) I'd like to have a bike path alongside.
6) Am not in favor of going up to 118 freeway.

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Comment Sheet – Canoga Transportation Corridor
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Chatsworth High School - July 26, 2007 – 7 p.m.

Name Melinda Rose

Affiliation (i.e. organization, resident, business name) Resident, Home Owners Association

Address 10826 Willowbrae Ave, Chatsworth

Phone # 818-773-8895 E-mail Address mrose@trust4u.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

(1) I am (completely opposed) to the extension of service from Metrolink station to 118 – People can drive their cars to the existing parking lot at Chatsworth Metrolink. Once people are already in their cars from Simi, they can drive another 2 miles.

(2) - Buses will adversely affect equestrian use.

(3) at Rinaldi & Porter Ranch Drive, a park & ride already exists!! – Extension to 118 will ruin the area (and is not used) for bikers, horseriders, etc.

(4) If orange line is extended on Canoga, would definitely want a bike path added to enhance area, encourage smog-free bicycle rides/trips, and beautify neighborhood.

(5) Alternate Plan 2 or 5 might be O.K., but without the extension option to 118 – We want to preserve our scenic corridor North of the 118.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Jack McKinnon

Affiliation (i.e. organization, resident, business name) resident

Address 11659 Burbank Blvd #108, Van Nuys, CA 91411

Phone # 818-651-6778 E-mail Address jm@jmck.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1. I believe that further fossil-fueled transportation development is wrong. I would only support the old rail corridor option, and only if the project was built for future conversion to electrically powered rail or bus.

2. Claims of "popularity" of the Orange Line busway are stretching the truth. "Crowded" does not equate to "popular". The line is crowded because it is not operated intelligently, with extra buses and short-turns east of Sepulveda Blvd. Metro has been unresponsive to even admitting that there are problems. An extension will only make matters worse.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Valerie Renslow

Affiliation (i.e. organization, resident, business name) Resident, bicycle and metro commuter, teacher

Address 9848 Farralone Avenue, West Hills, CA 91304

Phone # (818) 340-0251 E-mail Address msrenslow@sbcglobal.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative 5, as designed, with bike path to have trees between (road) cars and bus line

On the existing orange line trees would be great too — I love the bike paths and orange line, but the trees are essential for beauty, shade, breathing, reducing carbon & emissions I have to breathe while riding my bike, and creating a physical boundary between me and vehicles which outweigh me greatly!

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I'm wondering why none of the speakers believe that traffic would be reduced with public transport - if all leave their cars at home all take public transport [illegible]

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name BOB JACOB.

Affiliation (i.e. organization, resident, business name) JACOBS BLDG MAT

Address 21341 VANOWEN ST CANOGA PARK

Phone # 818 346.0760 E-mail Address RACOBI 695 @ AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

THE TOPANGA SELECTION SEEMS MORE FEASIBLE BECAUSE:

(1) THE GOAL IS TO GET PEOPLE OUT OF CARS AND INTO A BUS. POPULATION ON TOPANGA IS GREATER THAN THE OTHER ALTERNATIVES. STEP OUT OF YOUR APT, CONDO INTO THE BUS W/O HAVING TO DRIVE TO IT.

(2) AFTER WESTFIELD FINISHES THEIR MEGA MALL TOPANGA IS IT'S WESTERN LIMIT - ON TOPANGA. FROM SIMI TAKE TOPANGA OFF RAMP. PARK @ METRO LOT ON MARILLA & GET ON BUS

(3) TOPANGA HAS WIDEST STREET W/ BUILT IN LEFT HAND TURN LANES @ ALL MAJOR CROSS STREETS

(4) EASY CONTINUATION TO EXISTING ORANGE LINE

(5) NO POTENTIAL COLLATERAL LOCAL BUSINESS IMPACT.

(6) CHEAPER!

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name LINDA A. STONE

Affiliation (i.e. organization, resident, business name) RESIDENT, Santa Susana Mtn Park Assn.

Address 11416 CREE TRAIL, Twin Lakes above Chatsworth

Phone # (818) 998-1735 E-mail Address WARRENSTONE@SBCGLOBAL.NET

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

If you want to stop traffic from coming down Topanga or De Soto and adding to congestion, it makes sense to have them stop and park above the 118 in Porter Ranch. It would keep anyone who comes on the 118, from either direction, from coming on down in to the Valley. The bus could come on Reseda to Nason. Nason does not have the enormous traffic problem the streets exiting the 118 have.

Those buses could come in to the Chatsworth train station.

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CARL OLSON
The Motorist's Best Friend
P.O. Box 564
Woodland Hills, California 91365
818-223-8080

Comments on EIR for Proposed Chatsworth Extension
Of L. A. C. M. T. A. Orange Line Busway
Submitted July 30, 2007

1. There has yet to be any demonstrated need for spending $150+ million of taxpayers funds for an Orange Line extension from the Canoga Avenue station to the Chatsworth train station. In order to establish a realistic demand for such bus service, the most logical thing would be to start up a regular bus line on Canoga Avenue that goes along Canoga Avenue. MTA can do this right away. No need to wait years. It should be the starting point for any other action in the EIR. I suggest that this bus line will demonstrate minimal actual usage, and indicate that no major construction project should be undertaken.

2. Alternative 5 would be the worst of all possible alternatives. It would plow under dozens of prospering businesses along the east side of Canoga Avenue. These long-established businesses involve hundreds of employees and thousands of customers. These businesses would find it next to impossible to find comparable relocation sites that would be easy for their employees and customers to reach. The Valley has too little commercial and industrial properties as it is. MTA should not be in the business of destroying them.

3. As for these existing businesses, you may know that the MTA has them all on month-to-month leases. This provides almost no security. It also has allowed MTA to impose unconscionable rent increases, such as doubling. During at least this two-year EIR process, the MTA should allow long-term leases on these properties. This will also assure the customers and employees that the business will continue in place. It will also stop any potential rent gouging by MTA.

4. Eventually, this old MTA right-of-way along Canoga Avenue should be sold and left zoned for commercial and industrial properties, as it currently is. The current business tenants should be given the right of first refusal. The millions of dollars that are raised from the land sales should go into projects that really help improve transportation. Such as expanding the 101 and other projects to speed up traffic in the Valley. We all know the gigantic bottleneck that Caltrans and the MTA have created on the 101 at Topanga Canyon where five lanes shrink to only four. Let's put the $150 million into this instead.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: RAY D. LOPEZ

Affiliation (i.e. organization, resident, business):

Address: 19727 W. WELBY ST. WINNETKA, CALIF. 91306

Phone #: (818) 884-5195 Email Address:

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I WOULD LIKE TO SEE THAT THE NORTH-SOUTH RIGHT-OF-WAY RAILROAD LINE IS TO BE CONVERTED INTO A BUS-ONLY TRANSITWAY- EXCEPT THAT I WOULD LIKE TO CALL THIS ROUTE THE INDIGO LINE, SINCE IT WOULD BEGIN FROM THE OWENSMOUTH STREET'S TRANSIT HUB THAT GOES NORTH, TURNS EAST ON ERWIN STREET, COMES SOUTH ON CANOGA STREET, TURNS EAST ON OXNARD STREET, COMES NORTH ON VARIEL STREET, AND APPROACHES VICTORY AVENUE'S WESTBOUND CURVE UNTIL IT REACHES THE NORTHBOUND SIDE OF CANOGA STREET, AND VICE VERSA. THAT WOULD MAKE TWO BUSWAY ROUTES OF TWO DIFFERENT COLORS IN ONE CORNER TO REACH THE CHATSWORTH METROLINK STATION THAT IS JUST AROUND THE CORNER OF THE DEVONSHIRE TOWNCENTER PLAZA.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

IN APPITION, I WOULD ALSO LIKE TO SEE THAT THE NORTH-SOUTH CANOGA STREET SITE GET A BRAN NEW LINE 246 BUS THAT WOULD RUN 6 DAYS A WEEK FROM MONDAY THROUGH SATURDAY TO BE LINKED TO THE SOON-TO-BE-BUILT INDIGO LINE TRANSITWAY SO THAT FIRST-TIME RIDERS WHO LIVE CLOSE TO, OR COME FAR FROM, CANOGA STREET CAN START USING LINE 246 AS A PERFECT ALTERNATE CHOICE - ESPECIALLY JUNIOR AND SENIOR HIGH SCHOOL STUDENTS AND COLLEGE STUDENTS WHO FEEL LIKE THEY NEED TO USE CANOGA'S NEW NORTH-SOUTH INDIGO LINE BUSWAY AS WELL AS USE THE METRO LOCAL LINE 246 BUS. THAT WILL GIVE THEM ATTITUDE AND CONFIDENCE TO GET ON THE TWO CHOICES OF CANOGA STREET'S CORNER!

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Doug Demers

Affiliation (i.e. organization, resident, business): 30 year resident

Address: 21030 Keswick Canoga Park

Phone #: — Email Address: —

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1. Alternative 5 Keep the big buses off the road

2. Cost and number of businesses needing relocation
Expected pedestrian & bicycle usage.

Having the old (closed) railroad line improved would sure be nice

1st Choice Alternative 5
2nd Choice would be Alternative 4
3rd Choice alternative 3
} keeps big buses off Topanga and DeSoto which have too much traffic already.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: BARRY SEYBERT
WEST HILLS N.C., BAC-CO3, CO CHAIR COUNCILWOMEN CHICKS ORIGINAL
Affiliation (i.e. organization, resident, business): STUDY OF ORANGE LINE

Address: 19653 VENTURA BL #295 TARZANA CA 91356

Phone #: 818 340-0293 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1- LONGER OPERATING HOURS CLOSER TO 24/7 OF ALL LINES TO USE THE LIGHT RAIL, BUSWAY, TRAIN SYSTEM TO GET AROUND TOWN ON WEEKENDS & AFTER HOURS

2- DIRECT ACCESS FROM ORANGE LINE TO RED LINE WITH ESCALATOR & ELEVATOR AT ORANGE LINE WITHOUT HAVING TO CROSS THE STREET.

3- ANY EXTENSIONS OF ORANGE LINE CONTAIN BIKEWAY WITH BUILD OUT

4- EVENTUALLY REPLACE BUSWAY WITH LIGHT RAIL AS INTENDED WHEN FEASIBLE TO DO. CAN THEN MOVE MORE PEOPLE & PROVIDE A SMOOTH RIDE FINALLY.

5- INCREASE SPEED OF ORANGE LINE WITH BETTER SIGNAL CONTROL. ADD RR CROSSING GATES IF NEEDED FOR SAFETY

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: ROBERT KUNZ

Affiliation (i.e. organization, resident, business): WOODLAND HILLS CC

Address: 7120 CARLSON CIRCLE #291 CANOGA PARK 91307

Phone #: (818) 620-8474 Email Address: ROBERT.KUNZ@VERIZON.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

USE CANOGA AVE ONLY!

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Melodye Carroll

Affiliation (i.e. organization, resident, business):

Address: 8801 Eton Ave #27 CP 91304

Phone #: 818-998-0656 Email Address:

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

My mobile home bedroom is about 20 feet from the RR Tracks on Canoga - I must insist on a Sound Wall - The buses will be too Loud - ~~Our~~ OUR (ALL 270 Mobile Homes) Property Values will drop - Our lives will be greatly affected -
Sound WALL is A must

Thank you

Melodye Carroll

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Holly & Gil Getlin

Affiliation (i.e. organization, resident, business): Canoga Mobile Estates

Address: 8811 Canoga Ave. - Office

Phone #: 818-341-3600 Email Address: —

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

We are in favor of Alternative 5 - Canoga Ave. Busway - Metro Orange Line Extension. There is already heavy traffic on Canoga Ave. so using the railroad right of way makes perfect sense. There is a lot of housing on Canoga Ave. & adjacent streets - our 199 space mobilehome park (Canoga/Parthenia) & many apt. houses & residential homes no. & so. of Canoga & Parthenia. We would look forward to a Canoga & Parthenia bus stop. Canoga Mobile Estates is housing for older persons & a significant # of these people do not drive anymore. Many residents also have daily caregivers & it would make it so convenient to be able to take the bus to & from the mobilehome park. There are also 3 other mobilehome parks on Eton & Parthenia. They, too, are housing for older persons.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name SEAN McCARTHY

Affiliation (i.e. organization, resident, business name) Woodland Hills/Tarzana Chamber ~~Warner Center~~ and United Chambers of The San Fernando Valley,

Address 23701 GERRARD WAY WEST HILLS.

Phone # 818-389-1876 E-mail Address ajacsmcc@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

① We want the MTA/Southern Pacific Right of way used for the Orange line extension to the metro link-Chatsworth station.

② Please use the elevated Access option as it will avoid incursion into traffic and street delays. Also - you will ultimately build this save $ by building Now!
This is an important project as it will link the growing projects of the West Valley with the red line via the Orange line and DTLA via ~~the~~ Metro Link. The new Orange line connection will benefit the entire Valley by providing connections between the various east west Blvds.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Garth Carlson

Affiliation (i.e. organization, resident, business): Reseda Neighborhood Council

Address: 18323 Bassett St Reseda

Phone #: 818-343-0620 Email Address: GCarlson@ResedaCouncil.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative #5 is the best of the Alternatives. I think that a North-South Corridor between Santa Clarita & LAX is a much more important corridor to be addressing in the near future. Although a carpool lane is on the books for the Northbound lanes, it is merely a bandaid. The Southbound carpool lane has just added to the Gridlock. A dedicated Busway from Canyon Country to LAX would probably get 50,000 riders in a short time.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Jonathan Hui

Affiliation (i.e. organization, resident, business): & LADOT

Address: [illegible]

Phone #: 213-972-4978 Email Address: jonathan.hui@lacity.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Any alternative that changes the configuration of the street should also include a bike way. & This includes putting bike lanes in on alternative 9, 7.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: VERNON ESPIRITU

Affiliation (i.e. organization, resident, business): RESIDENT HOMEOWNER

Address: 7848 FAIRCHILD AVE, WINNETKA 91306

Phone #: 818-885-7903 Email Address: Vspirit2@hotmail.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I favor alternative 5
Extension of Metro Orange line
It's the route least obstructive
to vehicle traffic

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: DONNA D. CASEY

Affiliation (i.e. organization, resident, business): resident

Address: 8207 Mason Ave. #D, Winnetka, CA 91306

Phone #: 818-700-8949 Email Address: —

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I have been considering all of the proposals. I do not see a viable means of getting people back + forth between the 2 malls on Topanga (except for the Topanga Bus Alternative #9). I would like to see more "Dash" lines in this area of the valley. The elderly and people with small children are very well served by this mode of transportation. I can even imagine a Dash line that runs from Warner center to the Chatsworth Station during commuter periods of the day (non-stop) for the sake of people working in Woodland Hills the East side of the valley and downtown L.A.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Less expensive. Flexibility with regard to setting schedules designed to meet need.

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: MICHAEL CORTEZ

Affiliation (i.e. organization, resident, business): CRA-LA

Address: 21500 WYANDOTTE ST. SUITE 117, CANOGA PARK, CA 91303

Phone #: (818) 593-5490 Email Address: mcortez@cra.lacity.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

THE CRA-LA WEST VALLEY REGION IS ATTENDING TONIGHTS MEETING TO LEARN MORE ABOUT THE PROJECT AS IT RELATES TO THE CANOGA PARK PROJECT AREA WHICH IS IN THE WEST VALLEY REGION. WE ARE ALSO HERE TO COMMENT ON THE CLEAN-UP OF THE EXISTING LEASED OR VACANT PROPERTY. THE CRA/LA FEELS IT IS IMPORTANT THAT THE MTA TAKE CARE OF ITS PROPERTY, THE CRA/LA HAS HEARD MANY CONCERNS / COMMENTS FROM BUSINESSES COMMUNITY, AND ORGANIZATIONS IN CANOGA PARK. THE CRA/LA HAS INVESTED OVER 20 MILLION DOLLARS TO REVITALIZE AND REDEVELOP CANOGA PARK. THAT IS WHY ARE CONCERN IS GREAT. WE LOOK FORWARD TO WORKING AND COLLABORATING WITH MTA TO ADDRESS THIS ISSUE OF CONCERN. AND TO SEE THE EXTENSION OF ORANGE LINE.

MICHAEL CORTEZ
COMMUNITY RELATIONS
WEST VALLEY REGION

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Chatsworth Hills Academy

The school at the top of the hill

Dear Mr. Walt Davis,

We write on behalf of Chatsworth Hills Academy, located at 21523 Rinaldi St., in Chatsworth, California, regarding the proposed extension of the Orange Line. Chatsworth Hills Academy is a college preparatory school established in the liberal arts tradition enrolling students from Early Childhood (ages 2 ½ - 5) through Grade 8. Approximately 175 families with over 250 students at CHA will be affected by the MTA's decisions regarding the Orange Line.

Chatsworth Hills Academy believes that mass transit is an integral part of an environmentally and socially responsible community. Alternative 5, a Dedicated Lane Rapid Bus on De Soto Avenue, is a welcome expansion that should alleviate current and future traffic problems, having a positive impact on the community. CHA supports Alternative 5 with a final stop at the Metrolink station in Chatsworth, and is opposed to any extension north of Devonshire. Not only would it be disruptive to both the residential and equestrian community, but also it seems it would not draw sufficient traffic from State Route 118 to justify such an investment.

In particular, we strongly oppose any reconsideration of an extension up Canoga to SR 118 or further consideration of the extension up De Soto to SR 118. We oppose such extensions because they would severely harm access to our school, impair our students' safety and security, and compound the already looming traffic problems from the expansion of Sierra Canyon School and the development of the Deer Lake Ranch residential development project.

For additional background information about our school, please visit our website at www.chaschool.org. Please be sure to include CHA on all future mailings of public information or noticing public meetings concerning the expansion.

We truly appreciate you taking the time to hear our opinion and hope you will not hesitate to contact us with any questions.

Sincerely,

Graham Brown
Head of School
Chatsworth Hills Academy
818.998.4037

Victor Cosentino
Board of Trustees, President
Chatsworth Hills Academy

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337

Flex your power!
Be energy efficient!

August 13, 2007

Mr. Walt Davis
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

Re: ***Canoga Transportation Corridor***
Notice of Preparation of a Draft EIR
IGR/CEQA No. 070729/EA
SCH No. 2007071056, Vic. LA-27-PM

Dear Mr. Davis:

Thank you for including the California Department of Transportation in the environmental review process for the proposed Canoga Transportation Corridor. The project proposes to extend transit service from the terminus of the existing Metro Orange Line at the Canoga Station, north to the Chatsworth Metrolink Station and a possible 2-mile extension further north to a new park-and-ride facility at the State Route 118 freeway. Based on review of the information received, we have the following comments:

We note that one of the routes being considered for the proposed extension is along Topanga Canyon Boulevard. Among the alternatives to be analyzed, is the inclusion of a Mixed Flow Rapid bus route or a dedicated Lane Rapid bus lane on Topanga Canyon Boulevard. Also, the possible extension to a new park-and-ride lot near SR-118 is proposed along Topanga Canyon Boulevard. We remind you that Topanga Canyon Boulevard is State Route 27 and any modifications to it would need coordination and approval from this Department. If one of these alternatives is chosen, the City of Los Angeles may need to take possession of the route under the State's relinquishment process. Currently, minor modifications like signal improvements may be done through the State's relinquishment process and more complex improvements would need to go through the formal project initiation process.

If you have any questions, please contact me at (213) 897 – 3747 or project coordinator Elmer Alvarez at (213) 897-6696 and please refer to our internal record number 070729/EA.

Sincerely,

CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

Linda S Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F Gorsen, Director
1011 North Grandview Avenue
Glendale, California 91201

Arnold Schwarzenegger
Governor

August 13, 2007

Mr. Walt Davis
Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

CANOGA TRANSPORTATION CORRIDOR/ORANGELINE EXPANSION – DTSC COMMENTS

Dear Mr. Davis:

The Department of Toxic Substances Control (DTSC) was notified of the preparation of the draft Environmental Impact Report (EIR) for the above mentioned Project during the Scoping Meeting held on July 26, 2007.

Based on the information provided at the Scoping Meeting, the following are DTSC's comments:

1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.

2) The draft EIR needs to identify any known or potentially contaminated properties within the proposed Project area. For all identified properties, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.

3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.

4) If it is determined that contaminated soil exists, the draft EIR should identify appropriate Health and Safety procedures (i.e., dust suppression, air monitoring) that will protect construction workers and neighboring residents. If during the construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented

If you would like to discuss this matter further please contact Jessy Fierro, Project Manager, at (818) 551-2174 or me at (818) 551-2980

Sincerely,

for Julí Oborne
Unit Chief
Southern California Cleanup Operations - Glendale Office

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

July 13, 2007

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Davis

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Canoga Transportation Corridor, Metro Orange Line Extension (North)

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:LI
LAC070711-02AK
Control Number

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 13, 2007

To: Reviewing Agencies

Re: Canoga Transportation Corridor
SCH# 2007071056

Attached for your review and comment is the Notice of Preparation (NOP) for the Canoga Transportation Corridor draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on speeific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Walt Davis
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the euvironmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2007071056
Project Title Canoga Transportation Corridor
Lead Agency Metropolitan Transportation Authority

Type NOP Notice of Preparation

Description The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to extend bus service from the existing Metro Orange Line terminus at Canoga near Vanowen, north to the Chatsworth Metrolink Station. Seven potential build alternatives have been identified: 1) Mixed Flow Rapid Bus on Canoga, 2) Dedicated Lane Rapid Bus on Canoga, 3) Canoga Avenue Busway - MOL rail right-of-way Extension, 4) Mixed Flow Rapid Bus on De Soto, 5) Dedicated Lane Rapid Bus on De Soto, 6) Mixed Flow Rapid on Topanga Canyon, and 7) Dedicated Lane Rapid Bus on Topanga Canyon.
The EIR will also consider the feasibility of the extension of transit service from the Chatsworth Metrolink Station, north to a new park-and-ride facility at the SR-118 freeway. Two potential routes for this further extension will be evaluated: Topanga Canyon and De Soto. In addition the EIR will consider a Transportation System Management Alternative (TSM), which will include the addition of bus service on Canoga and improvements to bus service along existing routes. The EIR will also consider the No Project Alternative. Modifications to the Division 8 bus maintenance facility on Canoga at Nordhoff, or a new maintenance or bus parking facility may also be evaluated in the EIR.

Lead Agency Contact

Name Walt Davis
Agency Metropolitan Transportation Authority (Metro)
Phone (213) 922-3079 **Fax**
email
Address One Gateway Plaza
MS 99-17-2
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City
Region
Cross Streets Numerous
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 101, 118, 27
Airports
Railways Metrolink
Waterways LA River
Schools several
Land Use Bus service is proposed along City streets. The Canoga alignment includes an approximately 100-foot right-of-way owned by Metro. There are 94 leases/sign board contracts and licenses/easements within that right-of-way mostly for commercial and industrial uses.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Wetland/Riparian; Wildlife; Growth Inducing; Landuse

Reviewing Agencies Department of Boating and Waterways; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Integrated Waste

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Management Board; Regional Water Quality Control Board, Region 4; Resources Agency

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Date Received 07/12/2007 ***Start of Review*** 07/12/2007 ***End of Review*** 08/10/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: LOS ANGELES SCH# 2007071105

Resources Agency

- [■] Resources Agency — Nadell Gayou
- [■] Dept. of Boating & Waterways — David Johnson
- [ ] California Coastal Commission — Elizabeth A. Fuchs
- [ ] Colorado River Board — Gerald R. Zimmerman
- [ ] Dept. of Conservation — Sharon Howell
- [ ] California Energy Commission — Paul Richins
- [ ] Cal Fire — Allen Robertson
- [■] Office of Historic Preservation — Wayne Donaldson
- [■] Dept of Parks & Recreation — Environmental Stewardship Section
- [ ] Reclamation Board — DeeDee Jones
- [ ] S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- [■] Dept. of Water Resources — Resources Agency, Nadell Gayou
- [ ] _____ Conservancy

Fish and Game

- [ ] Depart. of Fish & Game — Scott Flint, Environmental Services Division
- [ ] Fish & Game Region 1 — Donald Koch
- [ ] Fish & Game Region 1E — Laurie Harnsberger
- [ ] Fish & Game Region 2 — Banky Curtis
- [ ] Fish & Game Region 3 — Robert Floerke
- [ ] Fish & Game Region 4 — Julie Vance
- [■] Fish & Game Region 5 — Don Chadwick, Habitat Conservation Program
- [ ] Fish & Game Region 6 — Gabrina Gatchel, Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M — Gabrina Getchel, Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M — George Isaac, Marine Region

Other Departments

- [ ] Food & Agriculture — Steve Shaffer, Dept. of Food and Agriculture
- [ ] Depart. of General Services — Public School Construction
- [ ] Dept. of General Services — Robert Sleppy, Environmental Services Section
- [ ] Dept. of Health Services — Veronica Malloy, Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission — Debby Eddy
- [ ] Office of Emergency Services — Dennis Castrillo
- [ ] Governor's Office of Planning & Research — State Clearinghouse
- [■] Native American Heritage Comm. — Debbie Treadway
- [■] Public Utilities Commission — Ken Lewis
- [ ] Santa Monica Bay Restoration — Guangyu Wang
- [■] State Lands Commission — Jean Sarino
- [ ] Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics — Sandy Hesnard
- [ ] Caltrans - Planning — Terri Pencovic
- [■] California Highway Patrol — Shirley Kelly, Office of Special Projects
- [ ] Housing & Community Development — Lisa Nichols, Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1 — Rex Jackman
- [ ] Caltrans, District 2 — Marcelino Gonzalez
- [ ] Caltrans, District 3 — Jeff Pulverman
- [ ] Caltrans, District 4 — Tim Sable
- [ ] Caltrans, District 5 — David Murray
- [ ] Caltrans, District 6 — Marc Birnbaum
- [■] Caltrans, District 7 — Cheryl J. Powell
- [ ] Caltrans, District 8 — Dan Kopulsky
- [ ] Caltrans, District 9 — Gayle Rosander
- [ ] Caltrans, District 10 — Tom Dumas
- [ ] Caltrans, District 11 — Mario Orso
- [ ] Caltrans, District 12 — Bob Joseph

Cal EPA

Air Resources Board

- [ ] Airport Projects — Jim Lerner
- [■] Transportation Projects — Ravi Ramalingam
- [ ] Industrial Projects — Mike Tollstrup
- [■] California Integrated Waste Management Board — Sue O'Leary
- [ ] State Water Resources Control Board — Regional Programs Unit, Division of Financial Assistance
- [ ] State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit, Division of Water Quality
- [ ] State Water Resouces Control Board — Steven Herrera, Division of Water Rights
- [ ] DepL of Toxic Substances Control — CEQA Tracking Center
- [ ] Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1 — Cathleen Hudson, North Coast Region (1)
- [ ] RWQCB 2 — Environmental Document Coordinator, San Francisco Bay Region (2)
- [ ] RWQCB 3 — Central Coast Region (3)
- [■] RWQCB 4 — Teresa Rodgers, Los Angeles Region (4)
- [ ] RWQCB 5S — Central Valley Region (5)
  - [ ] RWQCB 5F — Central Valley Region (5), Fresno Branch Office
  - [ ] RWQCB 5R — Central Valley Region (5), Redding Branch Office
- [ ] RWQCB 6 — Lahontan Region (6)
  - [ ] RWQCB 6V — Lahontan Region (6), Victorville Branch Office
- [ ] RWQCB 7 — Colorado River Basin Region (7)
- [ ] RWQCB 8 — Santa Ana Region (8)
- [ ] RWQCB 9 — San Diego Region (9)

- [ ] Other _____

Last Updated on 07/12/07

United Chambers of Commerce of the San Fernando Valley

The Voice of Valley Business

5121 Van Nuys Blvd., Suite 208 * Sherman Oaks, CA 91403 * Tel: (818) 981-4491 * Fax: (818) 981-4256
www.unitedchambers.org * E-mail: DebiSchultze@UnitedChambers.org

July 24, 2007

Canoga Transportation Corridor Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Dear Project Manager:

United Chambers of Commerce of the San Fernando Valley & Region **SUPPORTS the Northern expansion of the Orange Line** busway that would connect the Metro Orange Line Canoga Station with the Chatsworth Metrolink Station **using the existing Metro Canoga Rail Right-of-Way.**

Our organization is a coalition of 29 business organizations, including 22 Chambers of Commerce and together we represent over 20,400 employers who provide over 384,000 jobs in the San Fernando Valley and Region.

The project proposes a four-mile extension of transit service that would link to the Chatsworth Metrolink Station and would expand transit options between the San Fernando Valley and Ventura County areas.

We believe using the existing rail right-of-way is the right alternative and the least intrusive on businesses in the area.

This project will help to address the traffic congestion in the San Fernando Valley and make the Valley more competitive for business. The Metro Orange Line is truly an asset to the San Fernando Valley and we strongly support the success of the Orange Line and encourage the growth of public transit in the greater San Fernando Valley region.

Thank you for your consideration and we look forward to working with you to improve transportation and increase business opportunities in the Valley.

Sincerely,

Sean McCarthy
Chair, Government Affairs

Cc: Pam O'Conner, Chair, LACMTA
Carol Inge, Chief Planning Officer, LACMTA

Canoga Transportation Corridor Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Dear Project Manager:

The Woodland Hills-Tarzana Chamber of Commerce **SUPPORTS the Northern expansion of the Orange Line** busway that would connect the Metro Orange Line Canoga Station with the Chatsworth Metrolink Station **using the existing Metro Canoga Rail Right-of-Way.**

The project proposes a four-mile extension of transit service that would link to the Chatsworth Metrolink Station and would expand transit options between the San Fernando Valley and Ventura County areas.

We believe using the existing rail right-of-way is the right alternative and the least intrusive on businesses in the area.

This project will help to address the traffic congestion in the San Fernando Valley and make the Valley more competitive for business. The Metro Orange Line is truly an asset to the San Fernando Valley and we strongly support the success of the Orange Line and encourage the growth of public transit in the greater San Fernando Valley region.

Thank you for your consideration and we look forward to working with you to improve transportation and increase business opportunities in the Valley.

Sincerely,

Sean McCarthy
Chair, Government Affairs

Cc: Pam O'Conner, Chair, LACMTA
Carol Inge, Chief Planning Officer, LACMTA

Pierce College

OFFICE OF THE PRESIDENT

July 24, 2007

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

RE: Draft EIR, Metro Orange Line extension

Dear Mr. Davis:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the proposed northern extension of the Metro Orange Line.

Every one of Pierce College's 18,000+ students commutes to our campus, and the existing Orange Line serves many of these students. The Orange Line's regular, quick, and dependable service is very popular, but only those students residing east of our college are able to avail themselves of this transportation. A very large percentage of our student population lives north of our Woodland Hills location, and would greatly benefit from extending the Orange Line to their communities. A 2005-2006 census of Pierce students revealed that 7,384 resided in the 91303, 91304, 91306, 91311, and 91326 zip codes, the neighborhoods most proximate to the proposed extension.

I fully support the proposal to extend the Orange Line north to Chatsworth. I urge you to utilize the existing "off street" alternative route (i.e., the former railroad right of way) as this provides the same advantage that the current Orange Line enjoys: the avoidance of on-street congestion ensuring a rapid and safe commute.

I appreciate Metro's interest in extending the Orange Line and hope that this proposal will be implemented in the very near future.

Sincerely,

Robert Garber
President

ROBERT GARBER, PRESIDENT

6201 Winnetka Avenue / Woodland Hills / California / 91371 / 818-719-6408

Los Angeles Community College District

Board of Supervisors
County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

July 20, 2007

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Dear Walt:

Enclosed is a letter dated July 18, 2007 from the Equestrian Trails, Inc., Corral 54, expressing their concerns regarding the proposed northern extension of the Metro Orange Line. Please insure that these comments are included as part of the public record in preparation for the scope of the Environmental Impact Report.

Thank you.

Sincerely,

Mike Antonovich

MICHAEL D. ANTONOVICH
Supervisor

MDA:mjj:dwp

Enclosure

c: Mary Kaufman, President, ETI Corral 54
Michael Cano, 5th District Transportation Deputy

ROOM 869 KENNETH HAHN HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
TELEPHONE (213) 974-5555 • FAX (213) 974-1010 • WEBSITE http://antonovich.co.la.ca.us/

Equestrian Trails, Inc.

ORGANIZED 1944
A NON-PROFIT ORGANIZATION

Dedicated to Equine Legislation and the Acquisition and Preservation of Riding and Hiking Trails

Chatsworth Rocky Hill Riders
Corral No. 54

Mary Kaufman, President
818-222-6279
Diane Brewer, Vice President
805-581-0560
Karen Avance, Treasurer
818-704-8173
Charlotte Brodie, Trail Coordinator
818-892-3862
Board Members:
Lynn Leonard
Marilyn Rutzicka
Wendy Soltys
Cindy Strauss

July 18, 2007

MTA
c/o Supervisor Mike Antonovich
5th District Office
21943 Plummer
Chatsworth, CA 91311

RE: Orange Line Extension to the 118 Freeway

Dear Sirs:

We are very concerned about the extension of the Orange Line north of the Chatsworth Depot. There are three possible locations for a park and ride by the 118 Freeway. Only one makes sense to us.

One, if the Orange Line should go up Canoga Avenue it would create a problem for the community and equestrians alike. There are two schools at Canoga and Rinaldi. One to the east and one to the west of this intersection. The main equestrian trail to the hills follows Canoga north from Chatsworth Street. If off ramps and a park and ride were built at the Canoga location the community would lose parkland on both the north and south sides of the freeway.

Two, having the Orange Line go up Topanga Canyon would not make sense either. It is already a very congested road. There are no open areas for a park and ride at the freeway, except parkland that is not very accessible. The nearest open area with easy access at this moment is on the north/west corner of Topanga and Santa Susana Pass Rd. However, there has been some grading there recently and that land may already be in the works for development.

The third and best scenario for the community as a whole, would be by using DeSoto Avenue. A park and ride could be built at the north end of Desoto on the Charles Smith property. He owns the hill between the end of the street and the Public Works debris basin. He has been interested in selling his property for some time. A park and ride in this location would be out of the way and have easy access to and from the freeway with far less congestion problems.

Please consider option three for the safety and well being of the entire Chatsworth Community.

Sincerely,

Charlotte Brodie

Charlotte Brodie
ETI Corral 54, Trail Coordinator
15043 Tuba Street
Mission Hills, CA 91345

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net

July 24, 2007

Mr. Walt Davis
Metropolitan Transportation Authority (Metro)
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012

Re: SCH# 2007071056; CEQA Notice of Preparation (NOP) draft Environmental impact Report (DEIR) for Canoga Transportation Corridor Project; Metropolitan Transportation Authority; Los Angeles County, California

Dear Mr. Davis:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

- If a part or the entire (APE) has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

- A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
- Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337

Flex your power!
Be energy efficient!

August 13, 2007

Mr. Walt Davis
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

Re: ***Canoga Transportation Corridor***
Notice of Preparation of a Draft EIR
IGR/CEQA No. 070729/EA
SCH No. 2007071056, Vic. LA-27-PM

Dear Mr. Davis:

Thank you for including the California Department of Transportation in the environmental review process for the proposed Canoga Transportation Corridor. The project proposes to extend transit service from the terminus of the existing Metro Orange Line at the Canoga Station, north to the Chatsworth Metrolink Station and a possible 2-mile extension further north to a new park-and-ride facility at the State Route 118 freeway. Based on review of the information received, we have the following comments:

We note that one of the routes being considered for the proposed extension is along Topanga Canyon Boulevard. Among the alternatives to be analyzed, is the inclusion of a Mixed Flow Rapid bus route or a dedicated Lane Rapid bus lane on Topanga Canyon Boulevard. Also, the possible extension to a new park-and-ride lot near SR-118 is proposed along Topanga Canyon Boulevard. We remind you that Topanga Canyon Boulevard is State Route 27 and any modifications to it would need coordination and approval from this Department. If one of these alternatives is chosen, the City of Los Angeles may need to take possession of the route under the State's relinquishment process. Currently, minor modifications like signal improvements may be done through the State's relinquishment process and more complex improvements would need to go through the formal project initiation process.

If you have any questions, please contact me at (213) 897 – 3747 or project coordinator Elmer Alvarez at (213) 897-6696 and please refer to our internal record number 070729/EA.

Sincerely,

CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

JMBM | Jeffer Mangels Butler & Marmaro LLP

Timothy Martin
Direct: (310) 712-6824
Fax: (310) 712-3330
TMartin@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
JMBM.com

Ref: 61317-0001

August 8, 2007

VIA FACSIMILE (213-922-6358) AND U.S. MAIL

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Re: Proposed Northern Extension of Metro Orange Line - Public Scoping for Draft Environmental Impact Report

Dear Mr. Davis:

This office represents National Ready Mixed Concrete Company ("National") in connection with the Draft Environmental Impact Report ("DEIR"), which we understand is being prepared as a prerequisite to Metro's proposed expansion of the Orange Line (the "Project"). National owns a concrete manufacturing and sales business (the "Business") which has operated at 6969 Deering Ave., Canoga Park 91303 (the "Canoga Park Site") for decades. The Business is situated along the eastern side of Canoga Avenue, just north of Vanowen Street and the Los Angeles River.

Currently, the Business produces and sells approximately 150,000 cubic yards of concrete annually, virtually all of which is used for construction, remodeling and street work in the San Fernando Valley. The Business generates approximately $15 million in sales annually, more than $1 million in sales tax annually and employs at least the equivalent of 19 full-time workers. The Business has been a mainstay of the economic growth and prosperity of the San Fernando Valley for many years.

The purpose of this letter is to communicate to Metro, National's concerns regarding the Project, and to ensure that the DEIR fully addresses the Project's potentially significant impacts on the Business, as well as on similarly situated businesses. By necessity, this letter cannot constitute a complete statement of all of our client's objections and concerns relating to the Project, since there is much information about the Project which has not been provided to our client or to the public generally. As a result, our client reserves all of its rights to provide additional comments regarding the appropriate scope of the DEIR, as well as comments regarding the DEIR's substantive discussions and evaluations of pertinent issues of concern.

Based on the limited Project information that Metro has publicly provided, it appears that at least three (3) Project alternatives contemplate the heavy utilization of Canoga Avenue,

including the portion of the Avenue passing directly by the Canoga Park Site and the Business: Alternative 3 (Mixed Flow Metro Rapid on Canoga Avenue); Alternative 4 (Canoga Dedicated Lane Metro Rapid); and Alternative 5 (Canoga Ave Busway – Metro Orange Line Extension). Depending on the specific scope of each alternative, National is concerned that significant disruptions to the Business could result from both construction and operational aspects of the Project.

In particular, it appears that Alternative 4 and Alternative 5 contemplate the widening of Canoga Avenue to create a dedicated Metro right-of-way. Such a widening of Canoga Avenue would likely require use of all or a portion of the Canoga Park Site, which in turn would inevitably result in the closing of the Business and the attendant loss of the aforementioned sales tax revenues, jobs and regional economic benefits. In this regard, National urges Metro to carefully consider and analyze these potential impacts, and structure the Project in a manner that avoids any significant disruption to the Business. Particular attention should be paid to Alternative 6 through 9, which appear to contemplate utilizing north-south routes other than Canoga Avenue.

We appreciate Metro's attention to these issues and concerns. Please do not hesitate to contact us with any questions.

Sincerely,

TIMOTHY MARTIN for
Jeffer, Mangels, Butler & Marmaro LLP

TDM:tdm
cc: Dave Ollis, National Ready Mix Concrete Company
William F. Capps, Esq.

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

July 27, 2007

Mr. Walt Davis, Project Manager
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, Ca 90012

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Canoga Transportation Corridor – Orange Line Extension (North) - SCAG No. I20070421

Dear Mr. Davis,

Thank you for submitting a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Canoga Transportation Corridor – Orange Line Extension (North) - SCAG No. I20070421, to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project calls for the extension of the existing Metro Orange Line from the Canoga Terminus north to the Chatsworth Metrolink Station. There are seven potential build alternatives that have been identified. Additionally two potential routes to extend this line will be evaluated.

CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jacob Lieb
Manager, Environmental Division

DOCS# 1384440v1

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR CANOGA TRANSPORTATION CORRIDOR – ORANGE LINE EXTENSION (NORTH) PROJECT, SCAG NO. I 20070414

PROJECT DESCRIPTION

The project calls for the extension of the existing Metro Orange Line from the Canoga Terminus north to the Chatsworth Metrolink Station. There are seven potential build alternatives that have been identified: 1) Mixed Flow Rapid Bus on Canoga Avenue; 2) Dedicated Lane Rapid Bus on Canoga Avenue; 3) Canoga Avenue Busway -- MOL Extension 4) Mixed Flow Rapid Bus on De Soto Avenue; 5) Dedicated Lane Rapid Bus on De Soto Avenue; 6) Mixed Flow Rapid on Topanga Canyon Boulevard; and 7) Dedicated Lane Rapid Bus on Topanga Canyon Boulevard. Additionally two potential routes to extend this line will be evaluated. The lines to be along/to Topanga Canyon Boulevard and De Soto Avenue. A Transportation System Management Alternative which includes additional bus service on Canoga Avenue and improvements to existing bus routes will also be considered. Modifications to the District 8 bus maintenance facility or the construction of a new maintenance/bus parking facility, may also be evaluated.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the DEIR for the HCG Irvine Project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The DEIR should reflect the most current, adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted Los Angeles Sub Region Forecasts

	2010	2015	2020	2025	2030
Population	4,176,079	4,237,887	4,298,891	4,357,359	4,413,425
Households	1,393,635	1,460,680	1,528,771	1,596,055	1,663,002
Employment	2,031,342	2,095,758	2,157,226	2,213,427	2,265,209

Adopted City of Los Angeles Forecasts

	2010	2015	2020	2025	2030
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.

3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.

3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.

3.17 Support and encourage settlement patterns, which contain a range of urban densities.

3.18 Encourage planned development in locations least likely to cause adverse environmental impact.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*

Regional Transportation Plan Policies

RTP P1 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:*

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	Percent PM peak work trips within 45 minutes of home		Auto 90% Transit 37%
	Distribution of work trip travel times		Auto 8% Improvement Transit8% Improvement
Reliability	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Cost Effectiveness	Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08

Performance Indicator	Performance Measures	Definition	Performance Outcome
Productivity	Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. Roadway Capacity - vehicles per hour per lane by type of facility. Transit Capacity – seating capacity utilized by mode.	20% Improvement at known bottlenecks N/A
Sustainability	Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	Expenditures by quintile and ethnicity Benefit vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity. Proportionate share of additional airport noise by ethnic group.	No disproportionate impact to any group or quintile

RTP P2 *Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*

RTP P3 *RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*

GROWTH VISIONING

The Canoga Transportation Corridor – Orange Line Extension (North) is located in a Compass Blueprint 2% Strategy Area, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. Please demonstrate how the Canoga Transportation Corridor – Orange Line Extension (North) does or does not support these principles. More information can be found at: http://www.compassblueprint.org/.

Principle 1: Improve mobility for all residents

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*

GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*

GV P1.3 Encourage transit-oriented development.
GV P1.4 Promote a variety of travel choices

Principle 2: Foster livability in all communities
GV P2.1 Promote infill development and redevelopment to revitalize existing communities.
GV P2.2 Promote developments, which provide a mix of uses.
GV P2.3 Promote "people scaled," walkable communities.
GV P2.4 Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable prosperity for all people
GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
GV P3.2 Support educational opportunities that promote balanced growth.
GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.
GV P3.4 Support local and state fiscal policies that encourage balanced growth
GV P3.5 Encourage civic engagement.

Principle 4: Promote sustainability for future generations
GV P4.1 Preserve rural, agricultural, recreational and environmentally sensitive areas.
GV P4.2 Focus development in urban centers and existing cities.
GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
GV P4.4 Utilize "green" development techniques

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a) (2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency.***

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is a follows:

SCAG RCPG (RTP and/or CGV) Policies
Growth Management Chapter

Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	*The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	*In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.*	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	*The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

CHATSWORTH COMMUNITY COORDINATING COUNCIL
P.O. BOX 3393
CHATSWORTH, CA. 91313

The Executive Board of The Chatsworth Community Coordinating Council would like to go on record that we oppose the Orange Line going anywhere north of the Chatsworth Train Depot.

Chatsworth is a unique community with our equestrian community north of Devonshire Street. We don't believe that buses and horses mix. We feel that the traffic on Topanga and DeSoto would not be helped by taking the Orange Line up either one of those streets. Taking the Orange Line up Canoga Ave. along the right of way for the railroad would be met with a tremendous opposition from the community. There are homes and horse properties there that can never be replaced. We fight very hard in our community to preserve the horse properties which are slowly becoming the last ones in the Valley.

It has yet to be proven that there is even a need for the Orange Line to be extended into Chatsworth and disrupt so many homes and businesses. Let us not make matters worse by going north of The Train Depot.

Sincerely,

Linda van der Valk
Co-President
8/12/07

COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEES:
CHAIRMAN,
INTERNATIONAL TERRORISM, NONPROLIFERATION AND TRADE

THE MIDDLE EAST AND SOUTH ASIA

Brad Sherman

Congress of the United States

27th District, California

SERVING THE SAN FERNANDO VALLEY

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEEES:
CAPITAL MARKETS AND INSURANCE
FINANCIAL INSTITUTIONS
MONETARY POLICY

COMMITTEE ON THE JUDICIARY
SUBCOMMITTEE ON INTELLECTUAL PROPERTY AND THE INTERNET

July 10, 2007

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Metro Orange Line Extension

Dear Mr. Davis:

As you begin to prepare the draft environmental document and preliminary engineering for the Metro Orange Line extension north to Chatsworth along the Canoga Avenue right-of-way, I would like to express my strong support for this important transit project in the San Fernando Valley and offer some comments.

The Metro Orange Line has set ridership records that dramatically exceed estimates by transit planners. This summer Metro marked its 10 millionth rider on the Orange Line and over 24,000 passengers a day boarded buses at stops along the 14-mile route between North Hollywood and Warner Center. The Canoga Extension will provide commuters from the North San Fernando Valley and Ventura County, as well as residents along the route with a reliable public transit alternative to major employment and government centers, residential communities and regional recreational destinations in the San Fernando Valley.

As you know, the City of Los Angeles is working to revitalize 32 miles of the Los Angeles River from Canoga Park to Downtown Los Angeles. In coordination with Los Angeles County, the City is proposing to construct a bicycle and pedestrian path along the river from Owensmouth Avenue to Mason Avenue. I encourage Metro to coordinate with Los Angeles City and Los Angeles County officials on the construction of the busway bridge over the Los Angeles River to provide access for bicycles and pedestrians along the proposed path.

I also strongly support construction of a Class I bike path connecting the existing bike path north to Chatsworth. This amenity will greatly contribute to the project's support within the community. Furthermore, I encourage Metro to begin a dialogue with the community on the proposed noise and safety impacts of the project to the communities lying adjacent to the busway.

WASHINGTON, DC OFFICE
2242 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5911
FAX: (202) 225-5879

SAN FERNANDO VALLEY OFFICE
5000 VAN NUYS BOULEVARD, SUITE 420
SHERMAN OAKS, CA 91403
(818) 501-9200
FAX: (818) 501-1554

E-MAIL: SHERMAN.PERSONAL@MAIL.HOUSE.GOV

HTTP://BRADSHERMAN.HOUSE.GOV

With the cooperation and support of other local elected officials, neighborhood councils and business and community organizations, the Metro Orange Line extension will foster revitalization of our neighborhoods along the route while improving mobility for motorists and offering reliable transit alternatives for countless residents of the San Fernando Valley.

Please do not hesitate to contact my Policy Deputy, Michael Tou, in our San Fernando Valley District Office if we can be of any assistance. I look forward to reviewing the draft EIR early next year and offering supplemental comments. Thank you for your time and consideration.

Sincerely,

BRAD SHERMAN
Member of Congress

cc: Supervisor Zev Yaroslavsky
Mayor Antonio Villaraigosa
Councilmember Greig Smith
Councilmember Dennis Zine
Councilmember Wendy Greuel

WARNER CENTER SPECIFIC PLAN
CITIZEN'S ADVISORY COMMITTEE

21550 OXNARD STREET • SUITE 780 • WOODLAND HILLS, CA 91367 • TEL 818-716-2689 • FAX 818-593-0184

July 30, 2007

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Via Email: daviswa@metro.net

Dear Mr. Davis,

As you may know, the Warner Center Specific Plan is undergoing a re-study by the Los Angeles City Department of Planning. Our group, the Warner Center Specific Plan Citizen's Advisory Committee (WCSP CAC) was formed in 2005 by Los Angeles City Council action to advise the Departments of Planning and Transportation as they conduct the re-study of the Specific Plan.

In our recent meeting, the WCSP CAC adopted a position supporting the concept of extending the Orange Line from the Canoga Avenue station to the Chatsworth Metrolink station as a positive way of reducing traffic within Warner Center and the surrounding communities. We encourage you and your office to use the WCSP CAC as a resource as you continue to study the various alternatives and pursue the community outreach component of your study.

Additionally, we strongly support ground level pedestrian accessibility and walkability near each Metro station and would encourage you to work with adjacent property owners and the City of Los Angeles to provide direct pedestrian access from the Canoga Avenue station to the 1,250 planned residences directly to the northeast.

Thank you for this opportunity to comment. We look forward to working with you to make this exciting transit project a reality.

Sincerely,

Michael Eslem

CHAIR, WCSP CAC

Cc: Mayor Villaraigosa
Councilman Zine
Bud Ovrum
Gail Goldberg

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 9:14 AM
To: Marina Perez
Subject: FW: Comments on the Orange Line Expansion

From: Jeffrey Swanson [mailto:tuttizoot@hotmail.com]
Sent: Saturday, August 11, 2007 12:54 PM
To: Davis, Walter
Subject: Comments on the Orange Line Expansion

Mr Davis,

I was @ the meeting held in Chatsworth last month & found it very informative. Thank you.

I favor these Alternatives in this order:

#5 - Canoga Av Busway-Metro Orange Line Extension. Yes, it's the most expensive of the options but it'll cost much less now than if we wait til sometime in the future. And the future is really what this is all about

#3 - Mixed flow Metro Rapid on Canoga Av. A much less expensive alternative. Could also be used as an interim route while implementing my first choice.

#2 - Transportation system Management. By far the easiest to implement. It might even get more use since it'll be more like a regular bus route and could conceivably attract more riders.

None of the other options really seems feasible. I also don't think that extending the line to the 118 does much good either. There's just too much clutter already in the way.

Again, I appreciate being able to have some input in this project. Keep up the good work.

Jeffrey Swanson
20929 Lassen St # 208
Chatsworth, CA 91311
818-773-9064

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 9:14 AM
To: Marina Perez
Subject: FW: Comment Sheet -- Canoga Trans. Cooridor

-----Original Message-----
From: LARRY LEE [mailto:larry_91311@yahoo.com]
Sent: Saturday, August 11, 2007 7:33 AM
To: Davis, Walter
Subject: Comment Sheet -- Canoga Trans. Cooridor

My Name: Laurence Lee
Affiliation: Resident
Address: 10800 Andora Ave, Chatsworth, Ca
Phone: 818 349 1622
e-mail: larry_91311@yahoo.com (note underscore)

1. I recommend Alternative 5 on Canoga Ave.

2. Issues I would like address in environmental impact
Report:

I believe the most important environmental impact mitigation measures that can be taken over the long run would be to design and provide a transportation system system that efficiently and cost effectively meets the needs of the greatest number of people in the near future and over the long run.

I trust the final decision makers will clearly take into account during the environmental scoping process,and during the environmental report writing process, not just unavoidable minor environmental impacts, but will focus on the big picture major positive environmental impacts of providing effective low air shed impacting public transportation that meets the transpiration needs of a growing population.

Also, in scoping the environmental impacts, please give strong emphasis to the positive transportaion and air shed improvement opportunities city wide and region wide for connecting to the I18.

You may even want to not rule out the possibility of extending the line further north on Canoga Ave, if this is reasonable from an engineering and feasability standpoint.

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 3:20 PM
To: Marina Perez
Subject: FW: Canoga Tansportation Corridor EIR Scoping Meeting Comments
Attachments: CanogaTransitCorridor.doc

From: Davis, Walter
Sent: Monday, August 13, 2007 3:16 PM
To: Monks, David
Subject: FW: Canoga Tansportation Corridor EIR Scoping Meeting Comments

From: Ronald Kulberg [mailto:ronaldtheboy@gmail.com]
Sent: Monday, August 13, 2007 2:40 PM
To: Davis, Walter
Subject: Canoga Tansportation Corridor EIR Scoping Meeting Comments

Here are my comments that I am submitting that I would like the EIR to address.

Comments regarding topic #1 - Canoga Transportation Corridor Alternatives

The ROW along Canoga Avenue should be used for this.
Because this is a dedicated corridor. The fastest route for a public transit is a dedicated route and not having to share the road with other traffic and to have the priority over cross traffic.

It is the closest route to the Chatsworth Transit Station and the dedicated terminus of the Orange Line.

As with the Orange Line, there would be a multitude of feeder Bus Routes.

Seemed unfair to not have included a drawn-up underpass option for the Northern Part since you have one for an overpass and one for a surface route. At this point in the planning timeline there seems that you are unfairly limiting the options for a grade separation at this location. Any grade separation would speed up the travel times, and isn't this one of the objectives for this corridor, so that it encourages ridership? I welcome any responses to these concerns of mine.

Comments regarding topic #2 - Issues to Address in The EIR.

If any separated grade crossings are necessary. Need to use the requirements as if it was a Light Rail System. The is what the Orange Line is suppose to imitate. And because there is no grade separation on the current route when otherwise there would have been. The cross traffic at times is being delayed at the expense of the Orange Line. Although the Orange Line does utilize the planned semi-priority system, the line still does not meet the travel times that were promised. So at minimum it seems common sense that there should be grade separations at Sherman Way and Roscoe Boulevard. There intersections cannot take anymore inhibitors!

A dedicated Bikeway needs to be built along the whole entire ROW route. Not like with the Eastern part of the Orange Line Bikeway. Compromising may be needed to so that a complete dedicated Bikeway can be built.

Other Comments

It is a wonder why an option is not to build a Light Rail System since the ridership of the Orange Line already met ridership that was not estimated to happen for another 12 years or so? And since the Orange Line was built to incorporate a possible further Light Rail System, which now seems will be needed sooner that originally planned. (It would be intersecting to see the grade separation plans for that?) It also seems that it would be better have one built-out instead of two that the current Orange Lines requires. And since we already have built a transit system where the passenger cars do not connect to one another, have a line that is part Bus and part Light Rail, would fit right into the current system. And since such a Light Rail extension would eventually become a clean connection to the rest of the Orange Line when it eventually would become a Light Rail System. In this respect, this right would be superior.

Conclusion

Thank you for your time. I look forward the responses to my concerns and comments as they are addressed in the future EIR. At any time I welcome any comments before then, so any concerns that

I may have that are that can be resolved so that the productive time can better be spent on other ideals and concerns that may be more advantagous to the project.

Thank You.

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 3:19 PM
To: Marina Perez
Subject: FW: comment

-----Original Message-----
From: Mary Paterson [mailto:mpaterson@canogaparkcal.com]
Sent: Monday, August 13, 2007 3:05 PM
To: Davis, Walter
Subject: RE: need information today please Canoga Corridor Study/WScoping Meetings

Mr. Walt Davis,

*** I would say that I am most in favor of option #5 - but personally, I would like to see if there would be a way to bypass Jacobi Building Materials and while we are at it - since they are neighbors, and if possible, the Green Scene.

*** Some of the reasons for this are: the amount of time they have been there, the difficulty in finding a suitable alternate location within a reasonable distance (for their customer base) - the search has been on for some time with no success, the type of business, etc.

The rest of the businesses, as far as I know, have not been there quite as long and should be able to find suitable alternatives.

Since Jacobi is almost on the corner, the bus should either be able to bypass the business or go along side it.
If Green Scene is a problem, perhaps they can go along side line as well
-
and be moved behind Jacobi.

We have not had a full vote by the board so these opinions are mine.

I am a resident of Canoga Park and am the Executive Director of the Canoga Park Improvement Association.

I have heard that three other board members have a preference for #5 and am waiting for more to weigh in. So far not enough response for an official organizational opinion but wanted to make sure to weigh in.

If I hear more, I will send another note.

Thank you for your time.

Mary Paterson

Davis, Walter

From: Glen [glenw@dslextreme.com]
Sent: Saturday, August 04, 2007 8:48 PM
To: Davis, Walter
Subject: Canoga Transportation Corrider Aug.2007 Comments on EIR

Canoga Transportation Corridor – Comments
EIR Scoping Meeting
Chatsworth High School – July 26, 2007 – 7 p.m.

To: Walt Davis, Project Manager, METRO
daviswa@metro.net

From: Glen Wilson- Dated Aug.4, 2007
Affiliations: member of Valley Vote and stakeholder in Northridge West Neighborhood Council (was on the board for NWNC) Also, was on MTA land up to Nov.2003 on Deering Ave. in Canoga Park next to the former R/R right-of -way
18925 Citronia St. Northridge, CA 91324
Phone: 818-886-3534 E-mail: glenw@dslextreme.com

1) My ideas about Canoga Transportation Corridor Alternatives are
A) I like the Alternative 1 (no build) the best!
B) I may like #6 and #8 with some parking on the street but do not like that METRO did not put on all the streets on map(hide the streets locations).
C) No for #2 bus stops, #3 bus stops, #4 bus lane and bus stops, #7 and #9 bus line with no parking and bus stops.
D) No #5 Metro Orange Line Extension (off-street METRO-owned right-of-way) and loss businesses on right-of-way.

2) Issues I like to addressed in the Environmental Impact Report are
A) Alternative # 1 is no build and than little or no EIR.
B) #6 and #8 may have problems with parking because of the bus stops.
C) #2 and # 3 where to put the bus stops, may loss some businesses because bus stops and hold up traffic.
#4 where to put the bus lines, bus stops and may loss some businesses because of bus lines and bus stops.
7 and 9 bus lines will take the parking for houses and businesses on De Soto and Topanga Canyon.
D) #5 Metro Orange Line Extension (off-street METRO-owned right-of-way) will loss about 40 businesses on R/R right-of-way or next to it because of the WIDE Bus Way Line with Bike Lanes, Pedestrian Path and need new bridges. At this time most of old R/R right-of-way owned by METRO is leased out to Auto Sales, parking for Auto Repair Shops, Roll Off Bins, Rock stores, Concrete Companies and extra spots for parking cars and trucks, etc.! Also, METRO needs to notice all renters on METRO want it will do with land in future like about year or more ahead if METRO is going to use the land and not at the last minute. Canoga Park is in a gang area (they use CPA for their letters) that is why it is not to walk between walls on Sherman Way between Canoga Ave and Deering Ave.! This will cost the most to clean up and take longest to get the renters out.

Thank You
Glen Wilson

Davis, Walter

From: Bob Novak [drbob5@hotmail.com]
Sent: Thursday, July 19, 2007 3:27 AM
To: Davis, Walter
Subject: orangeline extension to chatsworth

I ride from westwood to the metrolink station in chatsworth 2-3 times weekly,just using the orange line has knocked 1 hour off my travel time in each direction. the concept of limited stop express busses is great, but, the purchase of all these new busses is ludicrous. It's an abomination to the budget, use the existing buses, use what you have, we don't need the newest system in the would, just a responsive system. You members of the board, public and appointed, ride in your chauffeured cars. probably never had the pleasure of standing in the rain waiting for a bus, or in hundred degree weather waiting for the air-conditioning of a bus, any bus, just to cool off a little.
And stop lying to the public about all the things these buses will do, they don't do them yet, but you continously misinform the public, the press and the voting public. Sincerely your's. Bob Novak

Davis, Walter

From: Don Rubin [dlrphoenix@socal.rr.com]
Sent: Wednesday, August 01, 2007 3:09 PM
To: Davis, Walter
Subject: Comments, Canoga Transportation Corridor

Thanks for the presentation of the other evening.
For me the choice of No. 5 is simple as the right of way is there ready to be used. More buses on Canoga or DeSoto only means more traffic on local streets. I realize that it is a long time in coming but I feel it will benefit the vast majority of residents in the area aroung the corridor.There will be a need of shuttle buses to feed into the various stations. I am familiar with the results of the Orange Line as I live in Encino and have used the bus several times. The only comment about that is that the traffic lights seem to slow down the traffic along Oxnard. The landscaping was a bit overdone in my estimation. I also feel that the MTA should help pay for the moving of some 40 tenants that are on leases.

So "go for it" .

Don Rubin
The Phoenix Company

Davis, Walter

From: Justin Walker [jwalker64@gmail.com]
Sent: Thursday, August 02, 2007 12:09 PM
To: Davis, Walter
Subject: Canoga Transit Corridor

Dear Mr. Davis:

My name is Justin Walker and at the first scoping meeting, I was present representing the Transit Coalition, a nonprofit volunteer organization dedicated to improving transportation in the Los Angeles area. Alternative 5 (the Canoga Ave. Off-Street Busway) is the most suitable option for a north-south corridor in the West Valley. Like the existing Orange Line, it would be faster than on-street buses. Topanga Canyon Blvd., Canoga Ave., and De Soto Ave. have enough traffic and on-street buses would contribute to congestion and dedicated bus lanes would take away badly need parking and travel lanes. Metro already owns the Canoga right-of-way and it would be a shame to never put it to use. In addition, to optimize the speeds and travel times on this corridor, an elevated busway segment should be built over the Metrolink tracks between Lassen and Plummer as an unnecessary on-street segment would greatly limit the travel times on this busway. This infrastructure improvement is crucial to the project and must not be skipped.

Metro has been considering implementing a San Fernando Valley North/South Transit Corridor for many years. Staff comments from the recent Canoga scoping meeting as well as the findings of the 2003 San Fernando Valley North/South Transit Corridor Study verify that Canoga is a low-density and a low-demand corridor for transportation, especially compared to potential corridors along Van Nuys Blvd., Sepulveda Blvd., Lankershim Blvd., and Reseda Blvd. Under current conditions, a Canoga transit corridor will be unsuccessful. There is little market for passengers from Chatsworth to Warner Center and even less of a market for the Orange Line from Chatsworth to Downtown Los Angeles as a substitute for Metrolink service.

This corridor can be a great success, however, if this extension is viewed by West Valley residents as a feeder north toward Chatsworth, where people could connect to Metrolink service. Unfortunately, Metrolink service to Chatsworth is currently very limited with no mid-day, late-night, or weekend service. The quality and frequency of Metrolink service from Chatsworth to Los Angeles will make or break the Canoga transit corridor. I urge you to make the importance of improved Metrolink service to this project clear to the Metro Board of Directors and the public in the Draft EIR. Don't get me wrong; I fully support the Canoga transit corridor project, but increased Metrolink service would make this corridor truly valuable to West Valley residents.

On a similar note, when planning this corridor, I urge you to make sure the corridor becomes a true intermodal and integrated asset to the community. Another reason why Alternative 5 is the preferred alternative is because it would provide a dedicated bike path and pedestrian corridor as well as a transitway. The existing Orange Line bikeway was a phenomenal improvement to the region and helped integrate different modes of transportation. To further promote intermodalism, I also encourage you to put Park-and-Ride lots along the Orange Line extension wherever possible, as the Canoga Park-and-Ride lot was another great improvement of the mobility in the region.

Finally, as part of this plan of integrating the West Valley, I urge you to take the steps necessary to connect with improvements in Warner Center regarding the construction of a third mall between Westfield Topanga and Westfield Promenade. A peoplemover system has been proposed to connect the three malls and when the Canoga station is redesigned to allow for an Orange Line extension, plan to make such a peoplemover system connect easily with the Canoga station. A map of the proposed peoplemover system, as presented to several city councilperson's offices, is available here at this link.

Please consider these ideas when preparing the draft EIR.

Sincerely,
Justin Walker, Transit Coalition Representative
23301 Sandalwood St.
West Hills, CA 91307
818-704-6066

Davis, Walter

From: yamastoker3-email@yahoo.com
Sent: Tuesday, August 07, 2007 7:47 AM
To: Davis, Walter
Subject: Metro Orange Line extension

Dear Walt Davis:

I am in favor of alternative 5 with the Canoga Avenue busway - Metro Orange line extension. I really like to have the bike lanes/ped path on Canoga Avenue. My husband and I have ridden the bike path off the current orange line between the Sepulveda dam area to De Soto. We like having a separate area off the street to ride our bike. It would be a welcome addition to extend the bike path up to Chatsworth as we live in Chatsworth. In addition, it would be nice to improve the appearance of Canoga Avenue. Right now Canoga Avenue looks pretty run down and ugly.

My husband and I live in a townhome complex right on Topanga Canyon Boulevard. I do not think adding a park and ride lot off the 118 freeway for the Orange line would help ease congestion. Right now traffic is really bad during rush hour. Sometimes I see traffic backed up on Topanga Canyon Boulevard between Lassen and the 118 freeway. By adding additional buses between 118 freeway and the Chatsworth station would only make it worse. In addition, I don't want to be hearing the buses go by our complex at all hours of the day and evening.

Also at the present time, I have been taking Metrolink from the Chatsworth station to Union Station and then hopping on the gold line to Pasadena about once a week to work. It would be really nice to have an alternative to get to and from work when the trains are not running or on the weekend. There have been a few times where I have to take the train on the weekend to get to work. The only problem is that on the weekend I have to take Amtrak train and there are not many early morning times when Amtrak travels between Chatsworth and Union Station. I've looked at taking the bus but I have to transfer many times to get to my destination. Each time I have to transfer, it adds time to my commute.

Thank you,

Janice Kuwahara
21926 Hiawatha Street
Chatsworth, CA 91311

Davis, Walter

From: edward watson [ewatson321@earthlink.net]
Sent: Tuesday, July 31, 2007 4:24 AM
To: Davis, Walter
Subject: Canoga Transportation Corridor

I'm aware that this is outside the scope or the current project and perhaps ridiculous at this time, so I decided not to mention this in the meeting. I wonder if there is a realistic feasibility, in the future, of replacing the proposed north-south portion of the Orange Line with a light rail system extending into Santa Monica. This crossing is underserved by the freeway system and the only public transportation alternatives from the Orange Line are taking the Red Line to the Purple Line or The Metro Rapid Line that takes a detour around UCLA. Both of these routes amount to going out of the way. I would like to see the Orange Line extension designed in such a way to facilitate a possible conversion to light rail.

Having gotten that said, I would like to submit an option for the current project that is likely not particularly viable, but might be a source of inspiration for devising a better plan. The concept is to have the buses switch sides in order to enable a hybrid of the northbound busway and dedicated lane proposals on Canoga Av. The buses would be able to have a dedicated busway where most convenient and utilize the east lanes of Canoga Av where it's inconvenient to stick with the old railroad right of way. As the buses have doors on the right-hand side, the passengers would have to board and exit between the opposing lanes, requiring a substantial separation at each affected station. Of course, Canoga Av is advantageous for any dedicated lane configuration, as there are fewer driveways to present potential accidents.

Another issue that I thought of, after getting back home, is fare evasion.
On the existing Orange Line, people wait for the bus in an area set-aside for ticket holders only. Unlike for ordinary buses, passengers routinely utilize the rear doors for boarding. If they're in the boarding area, it's assumed they have paid the fare.
On the street, it's different. The bus stops would be at a public sidewalk, so there could reasonably be people legitimately present who have not purchased a ticket. Being used to entering through the rear doors, passengers would likely continue to board that way, making it much more tempting for others to simply sneak on without paying.
Would the sidewalks at each bus stop be closed to persons not holding tickets? I don't see where there is enough room to build a public sidewalk around a waiting area without infringing on the businesses at those locations. Sure, some have nice, big parking lots, but not all of them. Just something else to consider.

Davis, Walter

From: Nicholas Matonak [nickmatonak@yahoo.com]
Sent: Monday, July 30, 2007 9:10 PM
To: Davis, Walter
Subject: Comments on Orange Line Extension

Mr Davis

I attended tonight's meeting and was very impressed about the efforts that Metro is doing to solicit public input.

Of the alternatives presented, I'm in favor of Alternative 5. A dedicated busway makes the most sense, especially the fact that a proposed station at Roscoe/Canoga would be most convenient for me to get to my home to the Chatsworth Metrolink station.

Sincerely

Nicholas Matonak

Davis, Walter

From: Jayantha Peiris [jayantha10peiris@yahoo.com]
Sent: Sunday, July 22, 2007 11:13 AM
To: Davis, Walter
Subject: Extention Orange line

I propose to extend orange line along with Topanga Cyn. Blvd.As I know a lot of student go to West Valley Occupational Center,Pierce College & Valley college from this area.But It is hard to get into the bus in the morning, IT is better If the orange line bus could stop in all the bus stops only along with Topanga Cyn.It will be helpful to stop traffic jam in ths time.I also Go To WVOC every day in the morning.I am student of WvOC
Dushmanthi

Davis, Walter

From: Jones, Millie [MJJones@lacbos.org]
Sent: Thursday, July 19, 2007 3:04 PM
To: Berlin, Renee
Cc: Davis, Walter
Subject: RE: Community Comment on Orange Line

Thanks, Renee.

Equestrian Trails Inc. Corral 54 recommends using DeSoto Avenue north of the train depot for the safety of the Chatsworth community. They even suggest acquiring the Charles Smith property at the north end of DeSota for a park & ride lot. Letter to follow to Walt by US mail. I have his contact info.

Millie

From: Berlin, Renee [mailto:BerlinR@metro.net]
Sent: Thursday, July 19, 2007 2:35 PM
To: Jones, Millie
Cc: Davis, Walter
Subject: RE: Community Comment on Orange Line

Send them to Walt Davis, I think you have his card. Are they positive, negative or what? I will see you next thursday

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From: Jones, Millie [mailto:MJJones@lacbos.org]
Sent: Thursday, July 19, 2007 1:36 PM
To: Berlin, Renee
Subject: Community Comment on Orange Line

Hi Renee,

Supervisor Antonovich received a letter with comments re the proposed Orange Line extension. Who should I forward this to in the MTA to insure these comments are incorporated into public record? Not sure if it is you, Walt or .....? Thanks very much,
Millie

Millie J. Jones, Sr. Deputy
L. A. County Supervisor Michael D. Antonovich
Chatsworth Field Office
21943 Plummer Street
Chatsworth, CA 91311
Telephone: 818-993-5170 Fax: 818-993-5764
mjjones@lacbos.org

Davis, Walter

From: Eric Agar [eagar45@ucla.edu]
Sent: Thursday, July 19, 2007 3:10 AM
To: Davis, Walter
Subject: Metro Orange Line Canoga Extension - Draft EIR Scoping Comments

To Whom It May Concern:

I am writing to support the proposed extension of the Metro Orange Line from the Canoga Station to the Chatsworth Metrolink Station. This well help link Ventura County Metrolink Riders to the western San Fernando Valley via the Orange Line.

In order for this to be successful, the expansion must run either on Canoga Avenue or along Canoga Avenue on the Canoga Rail Right-of-Way. There is simply no other choice. This is the most direct route. Running it up De Soto would be a good second choice, but there are two possible problems with this one. First, it would split the Orange Line at De Soto Station. I think this is the wrong place as I envision this expansion to link Ventura County/Chatsworth to southern San Fernando Valley (Warner Center, Canoga Avenue, Ventura Boulevard). By running the line through Canoga Station, you can have a direct bus from Chatsworth to Warner Center. In this scenario, one branch of the Orange Line will run from Chatsworth to Warner Center via Canoga Station, while the second branch will run from Canoga Station to North Hollywood. This could be changed to have both busses running to Chatsworth or Warner Center, depending on the results of the DEIR. I will explain more why the line should be split in the next paragraph, but this demonstrates why De Soto should not be the route for the line. Passengers traveling to Warner Center will be forced to take a longer route and potentially have to transfer busses, killing ridership. Furthermore, De Soto is more residential than Canoga Avenue, thus also limiting Metrolink ridership. Topanga Canyon is an interesting route and I am surprised it is even listed. I think this would be hard to engineer given the lack of available space along Topanga Canyon. Again, this would also extend the length and time of the route, decreasing potential ridership. It serves almost the identical area as Canoga Avenue, and since Canoga Avenue is the direct route and already has an existing ROW, Metro should just build it along Canoga and forget Topanga Canyon.

Anyway, now to focus on Canoga. Before I comment on whether it should be built on the street vs. the ROW, I would like to comment on why the line should be split into two at this station. If there is a split (in effect, creating a "T-shaped" pattern), this would be the best way to serve what I see is three destinations: Warner Center, Chatsworth Metrolink, and the rest of the Orange Line. The way it is right now, buses coming from North Hollywood would be forced either to turn left to Chatsworth, or right to Warner Center. Since Orange Line busses come often enough, if I am traveling Chatsworth <--> North Hollywod or Warner Center <--> North Hollywood, this is not a problem. The problem comes if I want to travel Chatsworth to Warner Center or vice versa. I would have to connect at Canoga Station. Yes, to travel six miles, I would have to take two busses. Sounds silly, doesn't it? Of course, not to mention the wait time at Canoga station adding to the frustration. On the other hand, people may say that if I wanted to travel from Warner Center to North Hollywood or Chatsworth to North Hollywood, I would have to make a connection, unlike the current situation. This is true, but either way, someone will have to make a connection! Should Chatsworth - Warner Center people make connections, or Warner Center/Chatsworth - North Hollywood people make connections? I say traveling to/from North Hollywood, yes, you will have to make a connection. Why? I envision this Canoga extension to serve Chatsworth/Ventura County passengers wanting to work in West San Fernando Valley, better known as Warner Center and Ventura Boulevard. And what better place to drop them off at than Warner Center Station, where they can either walk to work or get on the Rapid 750 to Ventura Boulevard. I doubt many of these passengers will travel east towards North Hollywood. Heading east, the next major destination is not until Reseda Boulevard (you may say Pierce College, but I don't see the ridership coming from Ventura County. They attend Moorpark College. A few students may come from Chatsworth, but they can connect at Canoga.) Well, Reseda Boulevard has a new Rapid line that connects perfectly with the Northridge Metrolink Station. Heading further east, Van Nuys Boulevard is the next major stop, and again, they have both a Rapid line and a Metrolink station! This is primarily why ridership is so poor on the western part of the current Orange Line. The destinations stop at Reseda Boulevard heading west. And this shows why the north-south Orange Line between Chatsworth and Warner Center will do better than sending both services to North Hollywood.

Finally, I would like to say that the Orange Line should be built on Canoga Avenue until Plummer Street, and then it can join the Canoga Right-of-Way. It pains me to suggest this because I fully believe in seperate and exclusive right-of-way for the Orange Line such as it is now. But if you have ever travelled on the Orange Line, it is so frustrating to hit red light after red light after red light. This is partially the fault of poor signal timing, but it is also the fault of the layout of the line. It was built parallel to Victory and Oxnard. So instead of traveling east-west with the flow of traffic, the Orange Line has to stop in order to let right and left turns process through. This is also why the Rapid 750 on Ventura can beat the Orange Line in not-so-heavy traffic because the Rapid 750 flows with traffic along Ventura Boulevard, as opposed to the Orange Line, which almost flows perpendicular to traffic (also why there were so many accidents in the beginning). In addition, the Rapid 750 can blow through intersections at 35-45 MPH, as opposed to the Orange Line, which has this silly 25 MPH intersection speed limit (how frustrating is that!), again because of this awkward perpendicular setup of the Orange Line. If Metro can guarentee that building the Orange Line in the existing Rail ROW next to Canoga will not slow it down and it will be guarenteed signal preemption and drivers can flow through the intersection at greater than 35 MPH, then build it on the ROW. Otherwise, build it on Canoga (in a separate ROW so traffic does not slow it down).

For final comments, I also support extending the line to SR-118 with the Park and Ride Lot. I think this may add some additional commuters and since it is only two miles, it is not too much to ask for. One other thing I would like to ask for is for someone to consider converting this Orange Line to light-rail transit (LRT). Please. The Orange Line currently is nearing capacity and bringing in 65 or 80 foot busses really isn't solving the problem. It is only going to add incremental capacity to a very popular line. Furthermore, the problems I mentioned above with speed and transit times can be solved by light-rail because of the guarenteed signal preemption and crossing arms. A study was published recently that showed had the Orange Line been light-rail, it could cut 14 minutes of travel time between Warner Center and North Hollywood. Not to mention a better quality-of-ride and more capacity. At the very least, I hope the DEIR considers adding crossing gates to the Canoga extension if BRT will be used.

Sincerely,
Eric Agar

Davis, Walter

From: Don Malvin [malvin123@earthlink.net]
Sent: Monday, July 16, 2007 6:23 PM
To: Davis, Walter
Subject: Northern extension of the Metro Orange Line

Dear Mr. Davis,

I appreciate your notification regarding the northern extension of the Metro Orange Line. I have been quite delighted with the recently completed Orange Line extending from Woodland Hills to North Hollywood. Since its installation, I have often bicycled from my home in Canoga Park to Balboa Park and Van Nuys. The northern extension should follow the same general plan: a dedicated bus route with a parallel biking/walking trail.

Of the several routes offered, the off-street alternative will, no doubt, be the most expensive. The advantages, however, are embodied in the success of the present system with its large number of commuters. As you know, a dedicated bus route attracts riders because it minimizes street congestion and lessens transit time. A biking/walking trail would provide sorely needed recreation facilities and safety for those of the Northwest San Fernando Valley who realize the pleasure, freedom, and health benefits of self-propelled transit. As overall transportation and air quality is improved by removing automobiles from our highways, perhaps at long last, our Valley communities will become know as bicycle safe and people friendly.

My best wishes,

Don Malvin
7946 Vassar Ave.
Canoga Park, CA 91304-4872
818 887 0824

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Valerie Rens/DW

Affiliation (i.e. organization, resident, business name) Resident, bicycle and metro commuter, teacher

Address 9848 Farralone Avenue, West Hills, CA 91304

Phone # (818) 340-0251 E-mail Address msrenslow@sbcglobal.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative 5, as designed, with bike path to have trees between (road) cars and bus line

On the existing orange line trees would be great too — I love the bike paths and orange line, but the trees are essential for beauty, shade, breathing, reducing carbon & emissions I have to breathe while riding my bike, and creating a physical boundary between me and vehicles which outweigh me greatly!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

I'm wondering why none of the speakers believe that traffic would be reduced with public transport – if all leave their cars at home & all take public transport traffic will be reduced!

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name ANDRE VAN DER VALK + LINDA VAN DER VALK

Affiliation (i.e. organization, resident, business name) RESIDENTS, OWN COMMERCIAL PROPERTY ON DEVONSHIRE (CHATSWORTH HISTORICAL SOCIETY, DESIGN REVIEW BOARD CHATSWORTH NEIGHBORHOOD COUNCIL, CHATSWORTH LODGE COUNCIL

Address 10524 ETON AVENUE CHATSWORTH CA 91311

Phone # (818) 882-3661 E-mail Address JALIOAT@AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

ALTERNATIVE #5 SEEMS A REASONABLE PLAN FOR THE FUTURE AND WIDELY ACCEPTED BY THE COMMUNITY. WHAT I HEAR CLEARLY, HOWEVER IS THAT ANYTHING NORTH OF THE CHATSWORTH DEPOT IN TERMS OF A TURNAROUND FOR THE BUSES OR A PARK N RIDE ALONG TOPANGA CYN OR DEVOTO WILL BE STRONGLY REJECTED AND ULTIMATELY MIGHT DELAY THE PROJECT AS ORIGINALLY PRESENTED.

FINALLY, I WOULD LIKE TO REMIND YOU THAT TOPANGA + MARILLA (YOUR LOT) AND THE CHATSWORTH DEPOT ARE IN THE DEVONSHIRE/TOPANGA SPECIFIC PLAN AND NEED TO ADDRESS THE REQUIREMENTS OF THE PLAN.

THANK YOU,

RUDI VAN DER VALK

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: BARRY SEYBERT
WEST HILLS N.C., BAC-CO3, CO CHAIR COUNCILWOMEN CHIKS ORIGINAL
Affiliation (i.e. organization, resident, business): STUDY OF ORANGE LINE

Address: 18653 VENTURA BL #295 TARZANA CA 91356

Phone #: 818 340-0283 Email Address:

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1- LONGER OPERATING HOURS CLOSER TO 24/7 OF ALL LINES TO USE THE LIGHT RAIL, BUSWAY, TRAIN SYSTEM TO GET AROUND TOWN ON WEEKENDS & AFTER HOURS

2- DIRECT ACCESS FROM ORANGE LINE TO RED LINE WITH ESCALATOR & ELEVATOR AT ORANGE LINE WITHOUT HAVING TO CROSS THE STREET.

3- ANY EXTENSIONS OF ORANGE LINE CONTAIN BIKEWAY WITH BUILD OUT

4- EVENTUALLY REPLACE BUSWAY WITH LIGHT RAIL AS INTENDED WHEN FEASIBLE TO DO. CAN THEN MOVE MORE PEOPLE & PROVIDE A SMOOTH RIDE FINALLY.

5- INCREASE SPEED OF ORANGE LINE WITH BETTER SIGNAL CONTROL. ADD RR CROSSING GATES IF NEEDED FOR SAFETY

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: DONNA D. CASEY

Affiliation (i.e. organization, resident, business): — resident

Address: 8207 Mason Ave. #D, Winnetka, CA. 91306

Phone #: 818-700-8949 Email Address: —

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I have been considering all of the proposals. I do not see a viable means of getting people back & forth between the 2 malls on Topanga (except for the Topanga Bus Alternative #9). I would like to see more "Dash" lines in this area of the valley. The elderly, and people with small children are very well served by this mode of transportation). I can even imagine a Dash line that runs from Warner center to the Chatsworth Station during commuter periods of the day (non-stop) for the sake of people working in Woodland Hills the East side of the valley and downtown LA.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Less expensive flexibility with regard to setting schedules designed to meet needs.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Jonathan Hui

Affiliation (i.e. organization, resident, business): @ LADOT

Address: USA & SA

Phone #: 213-972-4978 Email Address: jonathanhui@bicity.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Any alternative that changes the configuration of the street should also include a bike way. This includes putting bike lanes in on alternative 9, 7.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: VERNON ESPIRITU

Affiliation (i.e. organization, resident, business): RESIDENT HOMEOWNER

Address: 7848 FAIRCHILD AVE, WINNETKA 91306

Phone #: 818-885-7903 Email Address: vspirit2@hotmail.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I favor a Alternate 5
Nextension of Metro Orange Line
It's the route least obstructive
to vehicle traffic

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Garth Carlson

Affiliation (i.e. organization, resident, business): Reseda Neighborhood Council

Address: 18323 Bassett St Reseda

Phone #: 818-343-0690 Email Address: GCarlson@ResedaCouncil.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative #5 is the best of the Alternatives. I think that a North-South Corridor between Santa Clarita & LAX is a much more important corridor to be addressing in the near future. Although a carpool Lane is on the books for the Northbound Lanes, it is merely a band-aid. The Southbound carpool Lane has just added to the Gridlock. A dedicated Busway from Canyon Country to LAX would probably get 50,000 riders in a short time.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Holly & Gil Getlin

Affiliation (i.e. organization, resident, business): Canoga Mobile Estates

Address: 8811 Canoga Ave. - Office

Phone #: 818-341-3600 Email Address: –

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

We are in favor of Alternative 5 - Canoga Ave. Busway - Metro Orange Line Extension. There is already heavy traffic on Canoga Ave. so using the railroad right of way makes perfect sense. There is a lot of housing on Canoga Ave. & adjacent streets - our 199 space mobile home park (Canoga / Parthenia) & many apt. houses & residential homes no. & so. of Canoga & Parthenia. We would look forward to a Canoga & Parthenia bus stop. Canoga Mobile Estates is housing for older persons & a significant # of these people do not drive anymore. Many residents also have daily caregivers & it would make it so convenient to be able to take the bus to & from the mobile home park. There are also 3 other mobile home parks on Eton & Parthenia. They, too, are housing for older persons.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Doug Demers

Affiliation (i.e. organization, resident, business): 30 year resident

Address: 21030 Keswick Canoga Park

Phone #: —— Email Address: ——

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1. Alternative 5 Keep the big buses off the road
2. Cost and number of businesses needing relocation
Expected pedestrian & bicycle usage.

Having the old railroad line ~~closed~~ improved would sure be nice

1st Choice Alternative 5
2nd Choice would be Alternative 4 } keeps big buses off Topanga
3rd Choice alternative 3 } and DeSoto which have too much traffic already.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: RAY D. LOPEZ

Affiliation (i.e. organization, resident, business):

Address: 19727 W. WELBY ST. WINNETKA, CALIF. 91306

Phone #: (818) 884-5195 Email Address:

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I WOULD LIKE TO SEE THAT THE NORTH-SOUTH RIGHT-OF-WAY RAILROAD LINE IS TO BE CONVERTED INTO A BUS-ONLY TRANSITWAY - EXCEPT THAT I WOULD LIKE TO CALL THIS ROUTE THE INDIGO LINE, SINCE IT WOULD BEGIN FROM THE OWENSMOUTH STREET'S TRANSIT HUB THAT GOES NORTH, TURNS EAST ON ERWIN STREET, COMES SOUTH ON CANOGA STREET, TURNS EAST ON OXNARD STREET, COMES NORTH ON VARIEL STREET, AND APPROACHES VICTORY AVENUE'S WESTBOUND CURVE UNTIL IT REACHES THE NORTHBOUND SIDE OF CANOGA STREET, AND VICE VERSA. THAT WOULD MAKE TWO BUSWAY ROUTES OF TWO DIFFERENT COLORS IN ONE CORNER TO REACH THE CHATSWORTH METROLINK STATION THAT IS JUST AROUND THE CORNER OF THE DEVONSHIRE TOWNCENTER PLAZA.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

IN APPITION, I WOULD ALSO LIKE TO SEE THAT THE NORTH-SOUTH CANOGA STREET SITE GET A BRAN NEW LINE 246 BUS THAT WOULD RUN 6 DAYS A WEEK FROM MONDAY THROUGH SATURDAY TO BE LINKED TO THE SOON-TO-BE-BUILT INDIGO LINE TRANSITWAY SO THAT FIRST-TIME RIDERS WHO LIVE CLOSE TO, OR COME FAR FROM, CANOGA STREET CAN START USING LINE 246 AS A PERFECT ALTERNATE CHOICE - ESPECIALLY JUNIOR AND SENIOR HIGH SCHOOL STUDENTS AND COLLEGE STUDENTS WHO FEEL LIKE THEY NEED TO USE CANOGA'S NEW NORTH-SOUTH INDIGO LINE BUSWAY AS WELL AS USE THE METRO LOCAL LINE 246 BUS. THAT WILL GIVE THEM ATTITUDE AND CONFIDENCE TO GET ON THE TWO CHOICES OF CANOGA STREETS CORNER!

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: ROBERT KUNZ

Affiliation (i.e. organization, resident, business): WOODLAND HILLS CC

Address: 7120 CARLSON CIRCLE #291 CANOGA PARK 91307

Phone #: (818) 620-8474 Email Address: ROBERT.KUNZ@DCBEA.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

USE CANOGA AVE ONLY!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Melodye Carroll

Affiliation (i.e. organization, resident, business):

Address: 2801 Eton Ave #27 CP 91304

Phone #: 818-998-0656 Email Address:

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

My mobile home bedroom is about 20 feet from the RR Tracks on Canoga - I must insist on a Sound Wall - the buses will be too loud - Our (ALL 270 Mobile Homes) Property Values will drop - Our lives will be greatly affected -

Sound WALL IS A MUST

Thank you

Melodye Carroll

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

CARL OLSON
The Motorist's Best Friend
P.O. Box 564
Woodland Hills, California 91365
818-223-8080

Comments on EIR for Proposed Chatsworth Extension
Of L. A. C. M. T. A. Orange Line Busway
Submitted July 30, 2007

1. There has yet to be any demonstrated need for spending $150+ million of taxpayers funds for an Orange Line extension from the Canoga Avenue station to the Chatsworth train station. In order to establish a realistic demand for such bus service, the most logical thing would be to start up a regular bus line on Canoga Avenue that goes along Canoga Avenue. MTA can do this right away. No need to wait years. It should be the starting point for any other action in the EIR. I suggest that this bus line will demonstrate minimal actual usage, and indicate that no major construction project should be undertaken.

2. Alternative 5 would be the worst of all possible alternatives. It would plow under dozens of prospering businesses along the east side of Canoga Avenue. These long-established businesses involve hundreds of employees and thousands of customers. These businesses would find it next to impossible to find comparable relocation sites that would be easy for their employees and customers to reach. The Valley has too little commercial and industrial properties as it is. MTA should not be in the business of destroying them.

3. As for these existing businesses, you may know that the MTA has them all on month-to-month leases. This provides almost no security. It also has allowed MTA to impose unconscionable rent increases, such as doubling. During at least this two-year EIR process, the MTA should allow long-term leases on these properties. This will also assure the customers and employees that the business will continue in place. It will also stop any potential rent gouging by MTA.

4. Eventually, this old MTA right-of-way along Canoga Avenue should be sold and left zoned for commercial and industrial properties, as it currently is. The current business tenants should be given the right of first refusal. The millions of dollars that are raised from the land sales should go into projects that really help improve transportation. Such as expanding the 101 and other projects to speed up traffic in the Valley. We all know the gigantic bottleneck that Caltrans and the MTA have created on the 101 at Topanga Canyon where five lanes shrink to only four. Let's put the $150 million into this instead.

Metro
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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: DAVID GUTHER

Affiliation (i.c. organization, ~~resident~~, business):

Address: 7901 VARIEL AVE CANOGA PARK

Phone #: 818 426 8580 Email Address: DGUTHER@BIGPLANET.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I SUPPORT ALTERNATIVE 5.

7-30-07

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

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Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: LINDA SOLAR

Affiliation (i.e. organization, resident, business): RESIDENT

Address: 21048 ARMINTA ST., CP, CA 91304

Phone #: 818 341-7907 Email Address: LSOLAR@SOCAL-RR.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I support using Alternative 5, using the Metro-owned-right of way.

I believe all 3 streets are too congested to have a dedicated bus-only lane. Also, having to share lanes with a bus will cause more traffic delays, as cars try to maneuver around the buses. Having a dedicated lane also means that we lose a lane north + south. Making a right turn in front of a stopped bus is hazardous.

Getting the bus off-road is the only alternative. This will also clean up the blight along Canoga Avenue from Vanowen to Roscoe.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Metro

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Theodore Dent

Affiliation (i.e. organization, resident, business name) resident

Address 10359 Milwood Avenue Chatsworth CA 91311-2343

Phone # 818-882-4664 E-mail Address tcdent@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative #5 (using the Metro-owned R.O.W.) is the logical choice to lessen traffic on parallel streets and to provide a quicker alternative to driving. However, as completion of the Busway will take years, the needs of travelers will best be met by instituting the new local route 246 (Canoga Ave. & Warner Center to Chatsworth) immediately to lessen travel time to the existing Orange Line.

Finally, Alternative 5 will not be as successful as it could be unless the Elevated Access Option to/from Metrolink Chatsworth Station is built. It will eliminate costly street modifications, shorten the running time, and will increase safety for riders. This infrastructure will be seen as a marked improvement over the existing Orange Line's grade crossing conflicts.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

August 4, 2007

6755 Rhodes Ave #131
No. Hollywood, CA
91606-1388

(818) 982-1617

Mr. WALT DAVIS, Project Manager
Metro, One Gateway Plaza
Los Angeles, CA. 90012

RE: Canoga Transportation Corridor
My Comment Sheet - last week

Dear Mr. Davis:

You may be interested to know I presented my comments (recently sent to you) to the Los Angeles City Council meeting Friday, August 4, 2007 at Van Nuys City Hall. Further input to your scoping process was encouraged.

Hopefully this helps develop an excellent transit corridor for public use.

Sincerely,

Sheldon H. Walter
SHELDON H. WALTER

Metro
metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: SHELDON H. WALTER

Affiliation (i.e. organization, resident, business): Retired Professional 91606-1388

Address: 6755 Rhoda Avenue #131, North Hollywood, CA

Phone #: (818) 982-1617 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Supplementing comments at July 30 2007 EIR SCOPING MEETING Canoga Transportation Corridor Suggest Alternative 3 as immediate implementation Mixed Flow Metro Rapid on Canoga Avenue, this will show patronage levels on buses.

Suggest avoid Alternative 5 as dozens of businesses would be displaced with the Busway. Also, with the proximity to Canoga Avenue and at-grade crossings with heavily travelled East-West arterials (Van Owen, Sherman Way, Saticoy, Roscoe, Parthenia, Nordhoff) would be difficult intersections for both existing traffic and buses on the Busway to navigate without accident prospects.

Present Orange line buses are restricted to up to 10MPH to cross intersections to reduce collisions with cross traffic.

Busways like the Orange Line could be excellent for Pacific coastline where buses would encounter few intersections and little traffic at crossings.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

(over)

Busways is mass transit, rarely exceed 50 MPH, and surprisingly Orange Line 14 mile system has about 25,000 patrons per week day. Popular for scenic travel. Rapid rail transit, like Red Line and Metrolink is rapid mass transit from 50 to 80MPH on totally exclusive right-of-way with grade separation or gates at crossings. Elevate the transit along Canoga Corridor like Metro Blue Line or Green Line and there would be no conflict with vehicular or pedestrian traffic. [Like New York City, Chicago, Miami and other cities]. Of course, this costs more and longer to construct, but would become a high quality superior transit system and cost effective. Riding Metro buses and rails is encouraged to help reduce "green house gases" and traffic congestion and gridlock that contributes to global warming.

Metro

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: BOB JACOBI

Affiliation (i.e. organization, resident, business): JACOBI BLDG MAT INC.

Address: 21341 VANOWEN ST. CANOGA PARK, CA. 91303

Phone #: 818-346-0760 Email Address: RACOBI669@AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

PLEASE REVIEW THE 2 ADDITIONAL PAGES WITH THIS FAX

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

ORANGE LINE PROPOSAL - WEST VALLEY LOOP

Following is 8 advantages to the proposed Orange Line Extension through the West Valley. This proposal as compared to the 9 others being investigated is the only plan that will encompass the entire community of the West Valley. This loop will allow the MTA to utilize the advantages of all the other proposals. It should take less time to complete and save millions of dollars and at the same time not put the burden of sacrifice on any one group.

Advantages:

1. Using Canoga Avenue instead of the park and ride keeps the parking spaces intact and saves money by not having to reconfigure this parking lot. Also saves project construction time.

2. Staying on Canoga Avenue saves 2 prosperous businesses that jointly employs 90+ local residents. Jacobi Building Materials an institution in the community with 1000's of customers Greenscene Landscape a top ranked designer and builder. This corner is the best-landscaped corner in Canoga Park. Also creates income to the MTA to the order of $120,000.00 per year. Again saves money and construction time for the MTA.

3. Using Canoga Ave. in its existing sate would alleviate the millions of dollars needed to build a bridge over the flood control to handle these buses. Also the construction time to build this bridge.

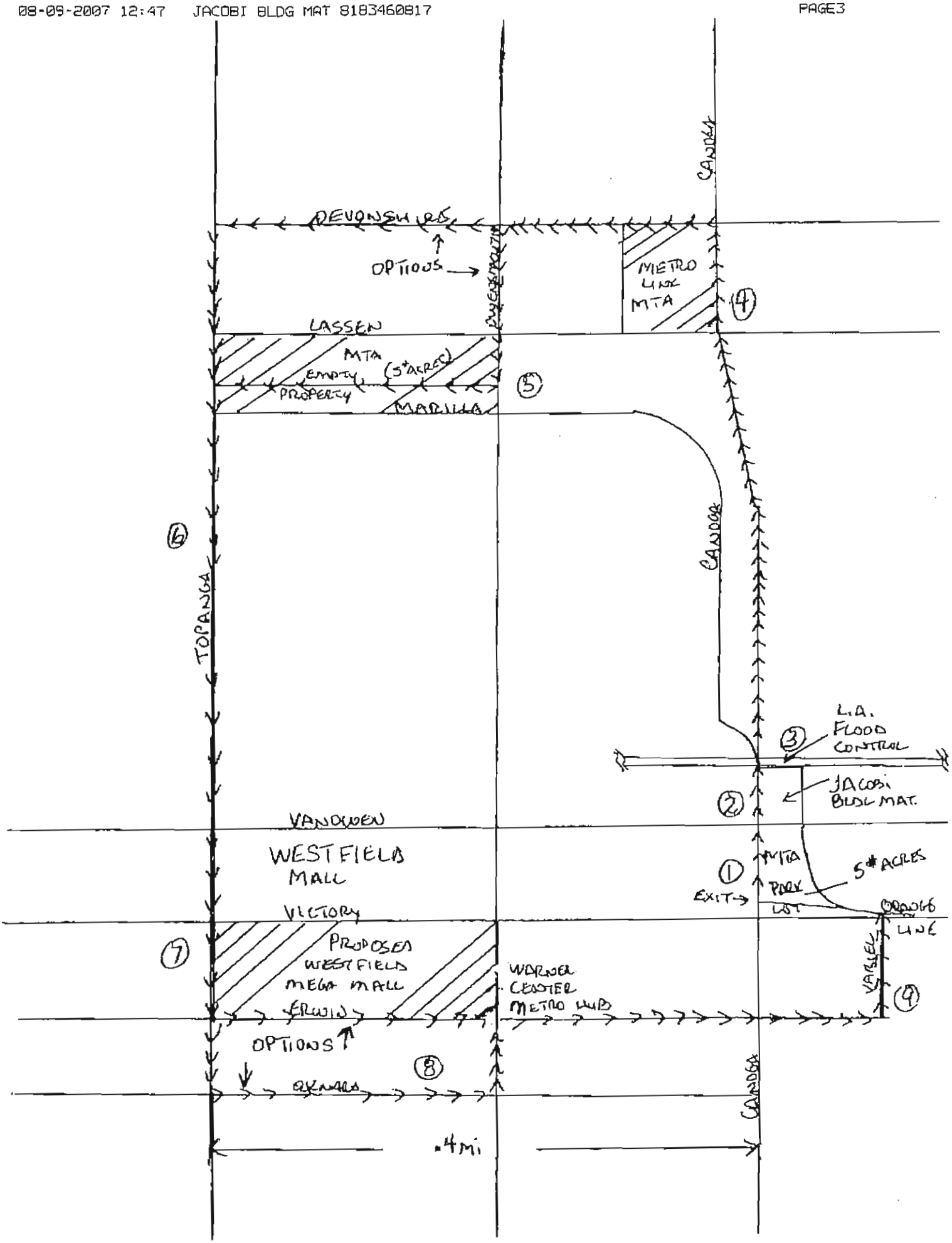
4. Diverting the line after the flood control to the right of way, now puts the bus on the wider portion of the right of way. More room and construction can move Ahead without normal street traffic interference. This route can be taken all the way to the Metro Link in Chatsworth

5. Continuing out of the Metro Link parking lot, picking up passengers can continue west on Devonshire to south on Owensmouth. From there the line can enter the MTA's vacant property, which can be turned into a park and ride alleviating the need to create a parking lot in contested areas nearby.

6. Traveling south on Topanga (a 3 lane blvd.) this line would be available for riders from a heavily populated section of the community.

7. This route will allow commuters to arrive at Westfield's Mega Mall, which in the near future, claims to one day be the largest in the nation.

8. Finally, the Orange Line will come full cycle and meld with the existing Metro hub at Warner Center. 2 options available at this point.


DEVONSHIRE
OPTIONS
LASSEN
METRO LINK MTA
MTA EMPTY PROPERTY (5* ACRES)
MARILLA
CANOGA
TOPANGA
L.A. FLOOD CONTROL
JACOBI BLDG MAT.
VANOWEN
WESTFIELD MALL
MTA PARK LOT
5* ACRES
EXIT
VICTORY
PROPOSED WESTFIELD MEGA MALL
WARNER CENTER METRO HUB
ERWIN
OPTIONS
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CANOGA TRANSPORTATION CORRIDOR MEETING
METRO ORANGE LINE CANOGA STATION
EIR PUBLIC SCOPING MEETING

VERBATIM TRANSCRIPT OF
CANOGA TRANSPORTATION CORRIDOR MEETING
THURSDAY, JULY 26, 2007 7:30 P.M.

Reported by
Michele Urbina
CSR No. 9635

CANOGA TRANSPORTATION CORRIDOR MEETING
METRO ORANGE LINE CANOGA STATION
EIR PUBLIC SCOPING MEETING

EIR Public Scoping Meeting on behalf of Consensus Planning Group, Inc., at 10027 Lurline Avenue, Chatsworth, California, 7:30 P.M., Thursday, July 26, 2007, before Michele Urbina, CSR No. 9635 with the County of Los Angeles, State of California.

APPEARANCES:.

DAVID MONKS

WALT DAVIS, METRO PROJECT MANAGER

ABRAHAM MERCADO

DIANA OROZCO, INTERPRETER

THURSDAY, JULY 26, 2007, 7:30 P.M.
CHATSWORTH, CALIFORNIA

MR. DAVIS: We're ready to start if you want to take your seats.

I want to thank you all for coming to this. This is the first public scoping meeting we have with the Canoga Transportation Corridor project. This project is our first meeting in the process. I want to let everyone know that we're very early on in the process.

A lot of questions I had in the background. A lot of people thought that we had an alignment already. We don't already have an alignment. Actually, we have seven alternatives, and this is the first step in trying to choose the alternative.

What we were instructed to do by our board approximately six months ago was look at an alignment that connects the Canoga Park and Ride lot to the Chatsworth Metrolink station, and that's what we're here for today to talk about.

I'm going to try to limit my presentation to about 25 minutes; tell you a little bit about the project and the process we will be going through. Because what we want in this meeting is to give you the opportunity to talk to us; tell us if you like the project, if you don't

like the project, or if there is something about the project you think we need to study in depth before we initiate the actual study. That's what we're looking for for today, to give you the opportunity to talk to us.

And we have a microphone up there for public comment. We can record your comments. We have a court reporter here to document your comments. Or, if you are stage fright or stage shy, you can write your comments on the comment cards over here, or on the scoping document that we have mailed to you. My e-mail address is there, and my mailing address is there.

We will take comments up to August 13th at 5:00 p.m., so if you want to go home and kind of formulate your thoughts before you write us, you are more than welcome to do so. You don't have to do it at this meeting. We have a large turnout, so you may not want to stay until it's your turn to talk. So you will still have the opportunity to respond.

Okay.

MR. MONKS: Folks, my name is Dave Monks. I work with Metro along with Walt. I am the project manager for outreach on this project, and I want to thank you all for coming out tonight. It is a very impressive turnout, and we really want to hear from you. And as Walt explained, there are several ways to do it.

And I want to thank the organizations who are represented here tonight, and among them, the Chatsworth Historical Society, Chatsworth Neighborhood Council, Save Chatsworth, Inc., Chatsworth ECHO, West Hills Neighborhood Council, Transit Coalition, Woodland Hills Chamber of Commerce, Woodland Hills Neighborhood Council and Valley Vote, just among the folks that are here tonight.

I also want to recognize representatives from our elected offices. Millie Jones, from -- a supervisor in town, she is also here in the back.

Thank you, Millie, for coming.

Matthew Dabonet from Representative Sherman's office was here earlier. Handsome guy with the red tie back there. Thank you.

And Hannah Lee from Councilmember Smith's office is here as well. Thank you for that.

So we're excited about the project. We want to hear from you. As Walt said, it is for everybody to weigh in on, and before the environmental impact report process is started, we need to hear from you. And I just want to go over a little bit about housekeeping before Walt's presentation.

One is the speaker card. If you would like to speak tonight, we need to have you fill out a speaker

card. Speakers will be given two minutes to speak. You will be speaking at that microphone, and your remarks will be recorded by a court reporter. So if you need a speaker's card, please, go to the table in the back.

In addition, for future information on this process and this project, you received an agenda tonight with a project map on the back, and we will -- we have a hotline number which is on there, you can see at the bottom, and also we will be creating a web page in Metro. It will be part of our website, metro.net. So that should be up and running by the end of August, and that will keep you apprised of where things are at, as well as documents and important information on that web page. So thank you.

I would like to introduce Walt Davis with Metro planning. He's our project manager. He'll be giving a presentation tonight, and be able to clarify and answer any questions at the end. And at the end, we will begin our public comments. Thanks.

Walt.

MR. DAVIS: Thank you, Mr. Davis. I know you are interested in the project, but before I move forward, I do want to introduce a few more people. If you don't want to come up for the presentation, if you want to talk to us, there is a few people in this room that know a lot

about this project, and you might want to direct your questions to them.

First off, I am the project manager on the Metro side. The project manager on the consultant side is Michael Myers in the back. And those project (inaudible) direct questions you might have to him. Make a public comment and ask Michael to come up here and join me.

Also on the environmental side, we have Wendy Lockwood, who is going to be doing -- is going to be fundamental in this process (inaudible).

For the engineering component, we have (inaudible) in the back with Metro. I'm not an engineer, (inaudible) subsequent engineering, employment engineering, schematic drawings, get to that level of detail, he's the person who is going to be in charge of overseeing that component of the project.

And we have Elaine Chabonay. I don't see her in the background. There's Elaine. Elaine is with Bruin. She's in charge of the transportation enhancement. She's going ensure whatever project we do is integrated with (inaudible). She's going to make sure that there's landscaping, there's artwork, (inaudible) is researched, and whatever we do is going to be attractive and integrated with the community. We're not going to (inaudible) no matter what we do. It is going to be

something (inaudible) we take the community into consideration.

Some of the things I want to (inaudible) today, (inaudible) with history. My firt line is going to be history of the project; why we're here today, the study area.

The next thing I'll talk about real quickly is the purpose and objectives of this meeting.

The third thing, I know you guys aren't (inaudible). There is a state process for environmental clearing the project, and this is the first step, and that leads up to a major tap lane (inaudible) project, environmental clearance, and I will go over the steps that we have to go through that will lead to the completion of the DEIR, FDIR, that allows us to move (inaudible); that allows us to construct the project. I'll show you the project and go over the process.

Then I'll go over the summary proposed alternatives. I know a lot of you are looking at them. Right now we have seven built alternatives and no built alternatives, and the traffic system management alternatives, and I'll go over those real quickly. And I think by looking at the boards, you can visualize them better than I can verbally describe them, so I'll go over them quickly.

The next thing I'll go over is how do we choose the best alternative? We have nine of them. I'll let you know what we're going to do in order to narrow that down to one (inaudible).

And then something that interests a lot of people in the back of the room, the possibility of the extension of this project from Chatsworth Metrolink station to the State Route 118 Freeway.

I'll let you know that we're looking at it right now. It is not definitely a component to the project, because a lot of people are concerned about it, and I will go over the possibility and show you a map, and then we'll go on to questions and clarification. I'm going to try to ask that not a lot of questions, but we'll let you come up and make public comment and recording them.

So first slide.

This map -- the reason I'm showing this map is in the bonus section to the left, that is the Canoga element of the project. Basically it's from DeSoto to the east to Topanga Canyon to the west, (inaudible) look at.

The reason I want to show you this map is our board instructs us in addition to doing this project for us to make money (inaudible) the DOT, so they can look at other projects in the area; namely Lankershim, Van Nuys,

Sepulveda and Reseda Boulevard. The densities we have over there are a little bit greater. They don't want us to forget (inaudible) western (inaudible) San Fernando Valley, so wanted to let you know (inaudible) the center project to this project. LA DOT is taking the lead on that project; we will be taking the lead on the Canoga project.

Why does this project exist?

On the bottom, on the green line on the bottom, that is the Metro Orange Line. When we opened up the Metro Orange Line in October of 2005, about two and a half years ago, I think a lot of people at Metro were collectively holding their breaths because it was the first system like it in the United States. There is no other system where you have a dedicated busway through a congested corridor that is exclusively for buses.

You have (inaudible), but there you have both cars and buses. So we didn't know how many people would be attracted to it. We did do a modeling exercise (inaudible) and we estimated that it would carry 23,000 riders a day by the year 2025. We are two and a half years into (inaudible), and during the month of June, we carried 25,000 riders a day. So we are far exceeding the ridership participation we have for Orange Lines. So our board, and I think the (inaudible) on their part, wanted

to expand upon that success and look at extending it.

So they instructed us back in September of 2006 to look at the extension from the western parameters of the Orange Line, which is at Canoga Park ride line, north approximately four miles to the Chatsworth Metrolink station. And at the Chatsworth Metrolink station, you have local bus service going there, you have limited bus service going in there, you have Metrolink trains, and if you extend the Orange Line in there, you have Metro Rapid bus. So you have the making of a really nice (inaudible) station center (inaudible) where people can come together and transfer to whatever mode of transportation they need to get to their final destination point. So that's the idea behind the project; to building upon their success. (inaudible) as fast as possible.

So we are going to work with a very busy schedule, and later on in the presentation, I'll let you know what our schedule is. But just to let you know, the (inaudible) area for MTA is basically from Canoga Park (inaudible) to Chatsworth Metrolink station, and how do we get there.

On this map, we do have highlighted Canoga Road and (inaudible). The reason that one is highlighted is because back in 2003 when we completed this study, that was the alignment that our consultant recommended. But

today we're doing an alternative analysis, and that is one of seven alternatives that we're considering.

Okay. The reason for this meeting. The reason for this meeting is to provide to the public the opportunity to learn about the project and express your opinions; give you the opinion to voice your opinions that pertain to environmental (inaudible). The alternative alignments are on the board to your right of the room, and to how we, if we build this project, what mitigation measures do we need to take into consideration. We don't want our buses to be obnoxiously allowed to have too great an adverse impact on traffic congestion. We want to take the (inaudible) into the consideration, so we'll do an environmental analysis, take all these things into consideration, and you're welcome to make comments pertaining to that.

An overview of the EIR process. The first step of the EIR process is the notice of preparation. And that's basically notifying the community that the process is getting underway.

Back on July 11th, the story or article was presented in the Daily News notifying the public of our intent to look at the possibility of constructing an extension of the Metro Orange Line. In addition, I think everybody in this room got this flier, that is why we're

here today, 44,800 of these fliers were sent out to canvass all of the San Fernando Valley that would be impacted to let you know that we're considering this project, and to invite you here to voice your opinions.

The notice is also sent to the state clearinghouse which is attributed to the state and local officials just to let you know we're taking the steps necessary that you have to take before you initiate a major capital investment project.

The next step in the environmental process is the scoping meetings. This is the first public scoping meeting, so that's where we're at. We're here today.

There will be a second scoping meeting on Monday, July 30th, and that one is going to be at the New Academy in Canoga Park. So if you don't get an opportunity to speak, (inaudible) you are more than welcome.

The next step, we do an alternative analysis. Our alternatives we're getting the department to (inaudible) Chatsworth Metrolink station. There are seven built alternatives right over there. We cannot analyze all seven of those. We have to make the project more manageable.

So after these meetings, and during the month of August, we will be looking at all the alternatives, we'll

be taking all your comments into consideration, we'll be talking to the elective officials and doing an analysis trying to bring those seven built alternatives to two built alternatives, which two are the most promising to be meritorious enough to undergo a full-blown environmental analysis. So during the month of September, that's what we will be doing.

At the end of this slide presentation, I will give you a hotline number and a web page. The web page will be up in about three weeks.

Is that right, David?

MR. MONKS: Yes.

MR. DAVIS: So if you want to follow the progress of this project and you want to see what happened in this screening process, and what the built alternatives we're considering are, you are welcome to follow the project, and if you want to call us, you're welcome to call the hotline and express your opinions. Or if you have any questions, we'll try to address those questions via the hotline. That is your way of contacting us and staying on top of the project.

But again, during the month of August and early September, we will be screening the seven alternatives down to two built alternatives. And in an environmental process, you have to take into consideration the no built

alternative and what's called the traffic system management alternative, so those two will be addressed as well as. The traffic system management is just improvements for the signalization for the number of buses (inaudible) no cost (inaudible) to do a major capital investment project.

The next step is the draft EIR preparation. You can see that that's already started. The reason that is already started is (inaudible) the notice of preparation went out. Basically, we're going to draft the EIR preparation. We are doing an analysis of the two screen alternatives. We're looking at traffic impact; noise and vibration; energy; land use.

There's a board back there that gives you approximately 50 different disciplines of the EIR process that actually (inaudible) back and forth to determine what the impact of the project will be to you and the community, if it's constructed, and can that impact be mitigated. What will we have to do to mitigate the impact on you. For example, do we need to build more sound walls to ensure that the people who live in close proximity to (inaudible) wherever the line goes won't be adversely impacted by the project.

Do we need to update our traffic signals and put more traffic signals in there to get the vehicle traffic

to coexist with the bus traffic better.

So we will do that analysis between approximately June starting up until February of 2008, so for approximately six months.

In February 2008, we have asked our consultants to go to our board and present the DEIR, and we are, at that time, will try to narrow our alternatives down to one locally preferred alternative.

After the DEIR process, we have a circulation. The DEIR will draft environmental impact report, will be in all public libraries, it will be in elected offices, or it will be on the internet, metro.net. If you want to go to our website, you will be able to download it, read it, see if -- it is going to go to the communities, and you will have an opportunity to comment on it.

You will have 45 days to comment on it, whatever comments you may have on it, and after that 45-day public review period, we close it off, and for the next three or four months, we will respond to those comments, we are seeing what, if any, modifications we need to make to the project to make the project work and make it acceptable to the community.

Also during that process, the engineering begins. We start doing our preliminary engineering to show what the project will look like, make sure there is

enough room for the project and whatever right-of-way size is the best alternative.

That takes us -- we've done response to the comments. We published the final EIR that is going to be published in August 2008, and then in September or October of 2008, we hope to go to the state to try to secure funds for the actual construction of this project. That is if the no built project is not looking for (inaudible) alternative.

If that happens and there is no major hurdles to this project, we could theoretically release a design/build contract for the actual construction of the project in early 2009, conceivably. But there's a lot of hurdles that we have to overcome between now and then, and this is the first one. Just come out here and see if you, the community, likes this project, wants it to happen, what concerns you have about it, what modifications needs to be made, or what needs attention before you even consider a project like this.

Next slide. What are the alternatives? I'm going to go over these slides kind of fast because, again, they are visually displayed here on the side of the room, and you can look at them and get a much better idea of what the alternatives are than I can describe.

But like I said, there's seven of them, so you

can break them down to just three streets, and those are De Soto Avenue, Canoga Avenue and Topanga Canyon.

On Topanga Canyon, we're going to consider the possibility of a dedicated ride around Topanga Canyon, or Metro Rapid bus on the Topanga Canyon.

We're going to look at the same for Canoga Avenue, have to get a right-of-way for Metro Rapid bus and the same thing for De Soto. So Canoga, DeSoto and Topanga are the three alternatives we're considering right now.

If somebody wants to get up and say you recommend we also look at, say, Owensmouth, you're welcome to do that, and tell us why. Maybe there is an alternative that we have not considered. In addition to (inaudible) Canoga Avenue, as many of you know at the back of the room, we also own the railroad right-of-way between the Canoga and the Chatsworth Metrolink station. So the seven built alternatives will be to look at building a dedicated right-of-way, operating just like the Metro Orange Line currently operates on the road right-of-way that divides Canoga Park and the Chatsworth Metrolink station.

In addition to seven built alternatives at the top of the slide, again, as part of the environmental process, we have to look at the no built alternatives,

and we have to consider the traffic system management alternatives, which are two low-cost alternatives to a capital improvement project.

Okay. These are some of the alternatives. The first slide is the no built alternative, which is basically the bus system in place. Very simple slide.

The next one.

The next one is the Canoga alternative with Metro Rapid bus. To the right you have the current street configuration, the Redondo configuration is the one on top with a parking lane on the west side of the street. You will see that we have a bus, and in front of the bus we have a car. The reason we have that is to show the configuration; the buses share the lanes with the car.

Underneath it we show you the right-of-way or the widening a little bit. We still have a left-hand turn in the middle. The curve line is taken for the buses, and the on-street parking would be eliminated with this configuration.

Next slide.

This is the De Soto alternative. The De Soto alternative six and eight. The top alternative is Metro Rapid bus; the lower alternative is for dedicated bus lane on the street. Again, it shares the lane with the

car traffic, and the parking is saved with the dedicated lanes. The parking -- on-street parking is taken and it is used for the dedicated busway.

Next slide.

And the eighth and ninth alternative is on Topanga Canyon. Basically, the configuration, and again, I can't describe them as well as you can visualize them over here. I have all kinds of experts in this room. There is 20 people from the (inaudible) by this board to answers any questions in more depth than I can do it up here. And because I want to limit my presentation to about 20 minutes, I want to move on.

Okay. How do we best choose the best alternatives? We're not going to have to look for an alternative until February, but we cannot review all nine of these alternatives between now and February, so we want to narrow our focus down to two built alternatives and a no built (inaudible) alternative.

So what we're going to do is we're going to take your comments, and get the comments of the elected officials in the area, and we're going to go to community meetings and talk to the community. We're going to find out what you think the best no built alternative is. We're also going to look at things (inaudible) support mobility. The transportation network that we currently

have there is a complement of the transportation network that is out there. Does it serve major activity centers and for the future forecast. If we built it on the alternative, what will ridership be. Does one alignment show (inaudible) ridership than the other alignment. Does it support land use and development. Is it consistent with community plans and regional plans.

Our consultants told us there is something like eighteen or nineteen community plans out there that this line would go through. So we need to review all the community plans to see if they are amenable to mass transit. What do they say. Does it recommend (inaudible) the roadway and talk to the community and review those community plans.

Would it support land use development. It doesn't make a lot of sense to build a major busway like this if it doesn't support land use development, it doesn't encourage some type of development around stations, whether it be a greater concentration of homes or businesses. So that would be taken into consideration. It won't be the deciding factor, but it will be one of the facts we take into consideration.

Corridor enhancements. We have already got a bunch of (inaudible) and e-mails telling us that the Orange Line people really enjoy the bike path that is

adjacent to the Orange Line. So one of the factors that we'll take into consideration is as the complement to the project, can we build a bike trial with it, and coexist with the bike path, and is there enough right-of-way to allow a bikeway and a busway to coexist.

Maximize community input. We're doing that right now by talking to you; giving you an opportunity to speak, and I'll quit talking here shortly and give you the opportunity to speak. And again, we've already been out to a number of the elected offices and (inaudible) three other offices we're here today.

Minimize community impacts. If this has too big of an impact as relates to noise, vibration, traffic, soil contamination, pollution, whatever, the impact is so great we can't overcome it, that would be a factor that might eliminate one of the alternatives in consideration.

And then cost effectiveness. We're going to forecast ridership. We'll look at what these things will cost and does it make sense from a cost standpoint to build the alternative.

Some of the alternatives would generate better ridership than others, (inaudible), so we got to take it from a cost analysis as well.

State Route 118 extension. We have a lot of questions on this in the back of the room. When our

board instructed us to do this project, they told us to look at an extension from the Canoga Park parking lot to the Chatsworth Metrolink station. (Inaudible), wait a second, the Chatsworth Metrolink station is just two miles south of the State Route 118 Freeway. Does it make sense to go up to the State Route 118 Freeway?

We didn't know the answer to that question, so we're going to look into it. I will let you know that it is not definitely a component of this project.

And I will also let you know that if we do an extension to the State Route 118 Freeway, we've already decided that we will definitely be on streets. We are not looking at the possibility of plowing straight through on Canoga Avenue and building a new on and off ramp onto the State Route 118 Freeway. That would make the project cost prohibitive, and way too much disruption on the neighborhood, so that's not even being considered. We're considering Canoga Avenue and De Soto, and if we do this alignment, we're trying to intercept some of the traffic off of State Route 118. People who might want to get off the 118 Freeway, park their car and take the bus down to Warner Center, or all the way to the North Hollywood station, or one of the stops in between.

So that would be looked into. I know a lot of you have concerns, so I welcome you to step up and

(inaudible) comments if you are for or against it, or if you have (inaudible). But I will let you know, that it's not definitely (inaudible) project, it is just something that is being considered. We'll have to see what type of ridership it will generate, what type of impact it would have to on-street operations before deciding whether or not to do it, and we'll take that to our board in February 2008.

The next slide.

You might want to write down our project hotline and our web page. Again, the web page is not up and running right now, but it will be up and running within three or four weeks. But if you (inaudible) and you have a hot question you have to have answered, the hotline is operating right now, and you are welcome to call us. I don't think (inaudible) answer, so leave a voicemail and we'll get back with you. We have somebody go through them all and determine who is best suited to answer the question and divvy them out to the appropriate staff to answer your questions.

This slide opens it up to comments and clarifications, so if you have any comments, I'd rather open it up to you to start making your statements. If you don't want to make a statement, if you just want to ask me a question, I guess you are welcome to do so.

Otherwise, we've asked you to fill out comment cards and people want to come up and start making comments. For those of you who want to get up and (inaudible) our board, we have a lot of staff back there, and we can answer the questions and provide one-on-one clarification for you. Whatever is the will of the group. But now I'm going to ask Michael Myer (inaudible) and Wendy Lockwood to join me up here and getting back.

The meeting is now yours.

David, do we have comment cards?

MR. MONKS: We're going to call names by the order that the comment cards were submitted, so I'm going to call three names, so if you could just, you know, be on deck, that will be helpful. Maybe if you want chairs -- it is always nice to talk to somebody, so if you can talk to all of us.

Please, speak reasonably and in a reasonable tempo for our court reporter, it is very helpful.

The first person is Jeannie Plumb, followed by -- excuse me, Jelena was Jelena --

MS. GAMY: Gamy.

MR. MONKS: Okay. Thank you. And Diana Dixon-Davis. Thank you.

Okay. And just to clarify, we're just -- you're commenting to us. We're not answering your questions.

We can have discussions after public comments with you individually. And there is a timer, and where is it. Two minutes. Right here.

MR. DAVIS: And your comments will be in the DEIR in the public scoping section of the DEIR and it will be part of the public document.

MS. PLUMB: Do you want me to state my address and all?

MR. DAVIS: If you can say your name and your affiliation, if you're a resident or a part of a community group.

MS. PLUMB: Hello.

(Inaudible discussion.)

MS. PLUMB: Jeannie Plumb, property owner, horse ranch owner on De Soto Avenue between Chatsworth Street and the 118.

I would like to make mention that in the late '60s, the State of California took a swath of 60 feet by 100 by eminent domain from my property, for which none of us on De Soto were compensated. So if you have the right of eminent domain, I would like you to take into account any widening of these streets and how they will affect our property rights since we are all zoned agricultural, and our animal-keeping rights are dependant upon the square footage of our property. So you will definitely

affect our zoning.

Next, I would like to mention that if you choose De Soto Avenue, you might know that there is an existing park and ride at Porter Ranch Drive and the 118, which is not fully used and is in place and could be effective for a park and ride.

Also, if that isn't available, then there is some land along De Soto the 118 that is zoned for some commercial that has not been activated yet, if you need a property there.

I'd also like to mention that the environmental concerns on De Soto are reflected in the recent Porter Ranch Development Company, in which their recently laid utility lines were not put in for the heavy traffic on De Soto and if your buses add to that amount of traffic on the street, the Porter Ranch Company may have to come in and redo the streets given the weight of that, because the storm drains and sewers that were put in were not designed to take that kind of traffic from the 118 south to Chatsworth Street.

And lastly, I would like to mention that all of us that have had properties taken by the State, do not wish to have that happen again.

Thank you.

MS. GAMY: Good evening. My name is Jelena

Gamy, and I'm (inaudible) and property owner. I live north of Chatsworth Street on Topanga Canyon.

And I'm fully aware of the traffic that is on Topanga Canyon. In the morning, I can't get out of my house, and in the afternoon, I can't get home. And any additional traffic would be absolutely making the life for us living north of Devonshire absolutely impossible.

The only alternative I kind of support is the alternative of the right-of-way that you have next to the railroad. That would impact all the communities along the way the least amount, and the service needs to stop at the train depot.

I don't see the point of getting to 118. No matter how big of a park and ride (inaudible) how big of a park and ride can you make that can impact the traffic on 118, which is -- you know, if you make a park and ride for 100 cars, it is only 100 cars. How big of a park and ride can you make to impact the 118? You can't make it big enough. And to load the streets going from the depot to the 118, and if the buses continuing on the 118, you are stuck in the traffic on 118. I mean, it is just not logical, and I hope that the planners have a little bit of logic in them.

Thank you very much.

MR. MONKS: Diana Dixon, followed by Warren

Stone, followed by Sean McCarthy, followed by Jason Hartman.

MS. DIXON-DAVIS: Good evening. My name is Diane Dixon-Davis. I am (inaudible) 27-year resident, homeowner, member of the Neighborhood Council, and also member of the PTA council and for the high school.

In looking at the alternatives, alternative five, which uses the existing right-of-way, seems the best alternative to use. It basically will -- the mix of truck -- buses and cars will not work and slow the Orange Line down, and South Powell, the concept of the Orange Line was developed was always the single-use occupancy for the lanes only for buses, not for cars and other traffic going across.

To make it really efficient, it is almost like a subway. You need to keep the cars away from it. The traffic already on Topanga and Mason and De Soto. Actually, Topanga (inaudible) and De Soto are almost at capacity. Mason has a little bit of capacity (inaudible). So those roads are, I think, poor alternatives and really should use the right-of-way. The only problem is the intersection of North Marilla and Canoga, there's a fire station just a few blocks to the west, and there needs to be accommodations made for them to (inaudible).

In addition, I want to mention it is very advantageous from the high school students coming in this high school can easily get down to Pierce College to the occupational center and take classes. We encourage this with our students, and this would be a big advantage to the community.

I, myself, would like it because taking the Metrolink downtown in the morning (inaudible), but during the middle of the day it only runs every couple of hours. This will mean there will be an alternative to get downtown during the middle of the day to meetings at the county or sanitation or school board.

I also want to mention the earthquake fault lines is a major thrust block underneath Chatsworth that has not been on the maps. Also (inaudible) the waterline feeds north valley comes down the avenue. There are also major gas lines that run under this high school. So these types of infrastructures need to be made in your EIR.

Thank you.

MR. STONE: My name is Warren Stone. I live north of the 118 Freeway at Topanga. I'm representing myself and my neighborhood and Save Chatsworth, Inc.

The project is needed. We don't need bus on Topanga or De Soto. Topanga in the morning is a stopped

street. It is plugged. It is every intersection all the way down to Marilla. It is a failed F. 100 percent. I don't drive De Soto that often, but I hear it is that bad.

If we bring the people to the Metrolink station, we have vacant north of the parking lot and south of the parking lot to expand the lot. People going there will be able to park their cars. They can take the bus line downtown; they can take the Metrolink all the way downtown, plus the normal buses that come around.

Do we need -- if we were to use buses on De Soto go up Rinaldi into the Porter Ranch area where it is open land up there, there is also some open land around Rinaldi and De Soto come together.

Thank you.

MR. McCARTHY: My name is Sean McCarthy. I'm here representing the Woodland Hills-Tarzana Chamber of Commerce and the United Chamber of Commerce of San Fernando Valley.

We support alternative number five as it goes to the Metrolink station. We believe that you should use the property you already own. It will cause the least amount of disruption in terms of construction. I've seen what happens with the Metrolink -- or Metro rail construction in Hollywood. By keeping us off the

streets, you will disrupt the least amount of traffic. I think that's important to do that.

Also, because it's alignment is direct to the Vanowen and Canoga station that you already have, it will again give us direct activity without going on to surface streets, without delaying the buses going north and south.

I think it is important for this project to be built because in the next few years, we're looking at something called The Village, which many of you have been reading about in the paper in the last couple of days, we will have the largest shopping center in the United States, larger than the Mall of America, opening up in Warner Center in the next couple of years. It is being studied now. So it is very important we have this.

The one thing that I do want to really stress, however, is that you do the best job you possibly can for mitigation. It is important you do what needs to be done to route traffic and have people out there to actively work to solve the traffic problems as they arise with broken utilities, and that you move utilities and do things in a way that will allow the public to know what you're doing. We want to see this project built.

As far as going beyond the station, I'm not allowed to or not authorized to make any recommendations

beyond that, but we definitely want you to use the right-of-way we already have.

Thank you.

MR. HARTMAN: Hello. My name is Jason Hartman. I just recently moved into the community about two months ago; bought a home. And I kind of want to get rid of my vehicle and just use the Metro, you know, to kind of go to work.

The only problem is I live right off Parthenia, and most of the alternatives I'm seeing there is really no set bus stop on Parthenia. Are you going to have to go up or down? (Inaudible), that would be great. That's all.

MR. MONKS: Steve Columbus, followed by Anna Cox, followed by Andre --

MR. VAN DEL VALK: Van Der Valk.

MR. MONKS: Thank you.

MR. COLUMBUS: My name is Steve Columbus. I'm a member of the Chatsworth Neighborhood Council board. I'm a member of the transportation and public safety committee, and I'm a chairman of the equestrian committee.

Some of the speakers have mentioned alternative five, because you already have existing right-of-way. Those seem to make the most sense, especially if you

maybe clean up Canoga near Vanowen, which is now down to one lane, I believe, going south, or one of the directions.

I am pleased to see your alternatives do not include Canoga above the train depot. Representing the equestrian community, that was a great concern of ours when I first heard of it at one of the councils here in Coldwater.

I hope that plans don't change afterwards and after the fact, so to speak. But that is, it would be a great issue with our community. If you have one of your members of -- whoever does the studies, go on the 118/Canoga underpass, you will see, say, on a Monday morning, all the horses that are going back and forth underneath that during the weekend. That is our main north/south access to the trails.

There are other accesses, but that is by far the most usable, and that would be a real detriment to our community having kind of a system running on that particular road.

Unfortunately, we live in an age where we need public transportation. Los Angeles is way behind the eight ball compared to other large cities, and it is a reality we do need to have additional ways to get to different areas of our community.

Thank you very much.

MS. COX: Good evening. I'm Anna Cox. I'm a board member of the Chatsworth Neighborhood Council. I'm also a member of the City of Chatsworth, and I live north of 118 at Canoga.

I want to thank you, first of all, for putting such an organized presentation together for our community. We reach appreciate it. I think there has been a lot of work, obviously, put into this, but I think there is a lot more that needs to be done.

I have a great many concerns about this, and especially with going above the -- I think it makes sense to bring the bus to the Metro station; to our train station. That makes a lot of sense to me. You know, let's add parking there. Let's put it where it is and utilize the trains and the buses there.

Above that, Chatsworth cannot, in any way whatsoever, sustain you going above the train station. It is impossible. Not only will you ruin a very nice neighborhood, you will ruin rocks and our petroglyphs and open space parks that we have worked very hard to save along the 118. And I imagine that those will be the things that you would look at as parking.

So I would encourage you to completely take that off the books, out of your mind, because this community

won't put up with it.

Another thing is you did a good job of communicating to the community about this meeting, but as I mentioned to you, Mike (inaudible), the communities above the 118 are not connected. And that's -- Millie Jones is here to represent that community, where the county side of Chatsworth. But, you know, you have people up there that love the trails. And we can't see things ruined for our horse riders, our hikers, our bikers, our rock climbers. And the community up there really has a lot to say about this.

So I would suggest that, you know, you try to get things through Millie Jones to address that are beyond the freeway.

And again, thank you for your time.

MR. VAN DER VALK: Good evening, ladies and gentlemen. Andre Van Der Valk is my name. I guess I'm the only Andre here. I'm involved with the Chatsworth Neighborhood Council to the extent that my wife is on it now. I have been on it, and I'm also with the Historical Society in Chatsworth.

Speaking on behalf of myself, however, I say welcome to rural Chatsworth, and that's the way we would like it to stay. Realizing that the realities of everything else, I think alternative five is what we hear

is the best alternative. However, we ask that it stops right at the station.

And the reasons being, we have seven -- and we are the only city, by the way, in the City of Los Angeles, if I can call the city, we're over a hundred years old, one of the first ones. I think the reason why we went to the city status is because of the water situation and the effect that it had on the City of Chatsworth.

But we have seven cultural monuments here. We're very protective of that and the lifestyle we have. You see the rocks around us. All I ask you to do is to drive in the morning or drive in the afternoon. Drive De Soto or drive Topanga and look at what is there; a lot of traffic. Buses have never displaced that traffic.

And so I ask on behalf of the Chatsworth Historical Society, we don't get involved in politics and everything else, just consider that rural aspect and every aspect about that.

As far as the Chatsworth specific plans, I chair the design review board on behalf of the community, the Chatsworth DRB is what it's called, specific plan, I don't think too many of your members were aware of it tonight, but I ask if you do any kind of buildings that has nothing do with transportation whatsoever, or any

buildings whatsoever along the Topanga from Marilla Street down to Devonshire down to Mason, you are going to have to adhere to those standards.

And it has been there since 1993. I ask you to consider those, if you do have the buildings going up or anything that would change any of the properties that you own along those sites there.

Thank you very much.

MR. MONKS: Cheryl High, followed by Marty Woll, followed by Linda Van Der Valk.

MS. HIGH: My name is Cheryl High. I'm a 26-year Chatsworth resident, and I would like to express my deep-seated opposition to Topanga Canyon Boulevard being considered as any viable bus alternative. Topanga Canyon (inaudible) De Soto and their surrounding streets were designed to support a mostly rural environment. Housing was spread out. Feeder traffic on and off Topanga was minor. Housing has exploded. Many thousands of single family and multi-family units have been built.

In addition, manufacturing and our famous film industry have been successful and have expanded. Consequently, they attract tens of thousands of daily commuters in addition to our residents.

Topanga Canyon is currently over-burdened. Traffic is staggering. Our parallel streets are designed

to provide access to housing tracks; they are now congested with the spill of the traffic (inaudible).

Our City Department of Transportation has recognized that traffic is a very real problem along Topanga Canyon. It has yet to be able to develop a solution. Designating Topanga Canyon Boulevard as a measured route (inaudible). I urge you to choose another alternative, and I support alternative plans.

Thank you.

MR. WOLL: Good evening. Marty Woll with Save Chatsworth, and I'm a resident here at Canoga and 118.

I compliment you on your preparation for tonight's meeting. It is informative and clearly we have a good turnout, and I appreciate everybody being here.

The dedicated bus way of alternative five, I think, is the only one that really makes sense. The other streets are already impacted heavily with traffic. Prior traffic studies in connection with development proposals show that pretty much from the 118 down to Devonshire, they are F intersections, and they are considerably impacted, even south of Devonshire. So routing anything additional on either Topanga Canyon Boulevard or De Soto, I think, would be very adverse to existing traffic.

The park and ride situation, it has been

mentioned that you have an option that you had not considered over at Porter Ranch Drive, which further south beyond the gated community is when that -- about one mile east of De Soto, as a possible location for a park and ride. However, you would still, even coming down past Mason along Rinaldi, you would still end up on De Soto and impacting that area.

I think it is important that if you are going to develop this project up to the depot, you need to see what the ridership's going to be and where the ridership is coming from. And the only possible means of rationale for having any kind of park and ride to the 118 is if you have a substantial number of cars are already using it that you are going to take off the road. And I don't think you are in a position to do that right now. So I think until this thing is built and tried, you should take the park and ride off the table.

Thank you.

MS. VAN DER VALK: I am Linda Van Der Valk. I am the chairman of the land use committee for Chatsworth Neighborhood Counsel.

At this time, the Neighborhood Council hasn't taken any position on this because this is the first time we have heard the project, so I'm representing myself right now.

We -- I would like to see the buses come along on the alternative five up Canoga and south of the Metrolink station.

If you needed a park and ride, there is a south side of the Metrolink station where you could place a park and ride facility for that.

Anything north of the freeway is considered a scenic corridor, and as you have heard, this is very important to Chatsworth. Our (inaudible), our scenic corridor, our history of the movie filming, and it would be -- you have not shown any justification to go up to the 118 yet on your ridership.

You would have a sustained disruption of the community in the scenic corridor. You go by -- if you're going up Topanga, you go by Stoney Point, which is one of our cultural landmarks. We are finally getting the parking off the street in front of there by City purchasing Stoney Point Riding Stable and going to put some parking there.

So we would like to preserve our cultural landmarks and not have buses go by them and not disrupt our scenic corridor.

Thank you.

MR. MONKS: Carl Olson, followed by Clara Woll, followed by Judith Daniels.

MR. OLSON: Good evening. My name is Carl Olson. I have several comments here.

First one is there is no significant possible transportation need for the Orange Line extension. No bus line exists on Canoga Avenue currently. This indicates to be extremely low when you ask the bus drivers from Victory Boulevard to the Chatsworth train and bus station or anyplace else. There is no reason to invest hundreds of millions of dollars in an unwanted service.

Secondly, the Orange Line itself has a remedial ridership. The 23,000 weekday (inaudible) indicates that only 11,500 persons are using it on weekdays, that amounts to very (inaudible) for the $500 million cost of the busway, plus the ongoing operating deficits in the millions of dollars. This 11,500 is only a small fraction of 1 percent of valley residents, because the Orange Line doesn't go where 99-plus percent want to go.

Number three. Any (inaudible) bus rider from the train ride at the Chatsworth station is truly remote and vice versa. There are hardly any train riders to start with. And why would a train rider want to pay more, wait longer for a bus, and arrive at their destination later.

Number four. An Orange Line station along

Canoga Avenue will destroy numerous prospering businesses. The city needs more commercial and industrial (inaudible) and should not destroy it. Some of the buildings (inaudible) are recently built. The property along that street should be sold and the proceeds devoted to the taxpayers.

Number five. The Orange Line takes about 45 minutes from the Canoga Avenue station to North Hollywood inasmuch as it stops at all the intersections with the red lights. The trip from Chatsworth to North Hollywood would be an hour; not very attractive.

Let's see. Number six, yes. There's no need to build a separate busway along Canoga. My suggestion is just put a bus in there and it will go very fast because Canoga goes very fast on the average.

Thank you very much.

MS. WOLL: Hello. My name is Clara Woll, and I'm a resident of Chatsworth. I live off Canoga Avenue between Rinaldi and the 118 Freeway.

And my concern, and the reason I'm here tonight, is that our community has worked very hard to establish two open space parks in the vicinity of Canoga and the 118 Freeway. We have the new Chatsworth Trail Park, which is on the northeast corner of the 118 and Canoga, and we have the annex to Stoney Point, which is on the

south side of the 118, the southwest corner there, and I wanted to bring to your attention, and also to our Chatsworth residents' attention, that there is a petroglyph in the Chatsworth -- the Stoney Point Annex Park, which is on, as I said, on the southwest corner of 118 and Canoga Avenue, and I want to be sure that you are aware of this.

And I'm fearful that you may be considering these park areas as potential park and rides, and I want you to know that these are sensitive areas and are frequently used by our joggers and hikers and equestrians.

So, please, preserve these parks.

MS. DANIELS: My name is Judith Daniels. I'm the president of the Chatsworth Neighborhood Council. I hope we have a lot of people here tonight who found out about this meeting not only because of your fliers, but we also sent out 1500 postcards to people who we thought were going to be greatly impacted -- potentially greatly impacted.

You mentioned several times in your presentation the words "community preference," and I think that's a very important phrase to remember. What you're hearing here tonight seems to be number five -- if we're going to have an Orange Line from Warner Center up here, number

five seems to be the only thing that anybody supported.

If you are planning to go from the train depot to 118 Freeway, the only reason that you would be doing that is for other people from outside Chatsworth to be able to come into our community.

I think you find their community preference would be that we don't want to disrupt Topanga, Canoga or De Soto so that people from outside, from Simi Valley, from Santa Clarita, or from other areas outside of Chatsworth, would be able to come in and use the Orange Line. If you have them drive into the Orange Line station, that, I think, people could accept.

There is a lot of open space around the depot to the north and south of the depot that Metro already owns, and I agree with the other people who have commented that that would make more sense.

The Neighborhood Council will keep this on the agenda. I hope that Metro keeps the Neighborhood Council attuned to what's going on, and our website is chatsworthcouncil.org, and we will have whatever information we get from you on our website, and we will also take comments that we will try to share with you.

MR. MONKS: All right. We have three names left. If there is anyone else, please, quickly fill out the comment card and we'll get it up here.

And the last three, Teena Takata, Mary Lou Baracco and Glenn Bailey.

MS. TAKATA: Good evening. Teena Takata. I'm the vice president of the Chatsworth Neighborhood Council. I have lived in this community for several years.

I wanted to speak in support of A-5, but at the same time, I also wanted to emphasize that there is a very difficult intersection at Owensmouth and Lassen Street, and you're very fuzzy in your presentations about how the route in that area would be.

And my support of A-5 in part is predicated on the concept of using your rail overpass and the alignment along the railway in order to avoid use of that very narrow intersection we choose constricted by existing development and the streets are narrow, and I can't see the buses making that corner well, and (inaudible) all F intersections in that area.

I would like to ask the landscaping on the project be -- utilize native plants. I think the original Orange Line was planned in that manner and then you backed out of it (inaudible), and the use of oaks and other natives would be really consistent with the type of feeling we are trying to have in the Chatsworth area.

Many of your alternatives talk about giving up

on Topanga or De Soto, what is shown as a parking lane. Recognize that those of us in the community on a daily basis can't get around on these streets during rush hour traffic. We see those as lanes that will eventually be converted to traffic routes and provide us three lanes in each direction, and if we put a bus in those parking lanes, we're going to lose that. Meanwhile, those intersections are F intersections throughout our community. The traffic is terrible.

I don't like any of the mixed use alternatives. I think you are setting up conflicts between cars and buses and pedestrians, and the way the Orange Line is constructed is a much better use.

If for any reason you go north of the Metrolink, or ever plan on it, I'd ask that you have a full public disclosure on that. It isn't something that you should just slide through, and many of us have (inaudible) community. (Inaudible) the Orange Line does not go to the Ventura Freeway on the south side.

So I think we have some precedence in terms of how the Orange Line is constructed on the south of the valley to ask if on the north of the valley you use it as constructive parking.

Thank you very much.

MS. BARACCO: My name is Mary Lou Baracco, and

I'm a resident and a homeowner in Chatsworth, and I live on Canoga Avenue.

I would like to say that this -- the Orange Line and the MTA have been my life line of independence since I do not drive. But going down Canoga Avenue would be the worst possible thing for me since you have stated that Canoga Avenue would not have any cars or parking there.

You see, I use Access Paratransit, as well as the regular bus service. Now, MTA knows -- you people at MTA know what that is. The paratransit service, for anybody who doesn't know, is for people who need it for medical appointments who are disabled and for other needs.

If you use Canoga Avenue, that means I would be alienated and not be able to use the paratransit service. So you need to keep in mind and consider the strengths that you will use for homeowners and residents you don't believe are disabled and use the paratransit service will be alienated and will not be able to use the paratransit service in the area of Chatsworth where the streets are.

Now, there are other alternatives that you can use that will stay off of Canoga Avenue which would be very, very suitable for you. Like I said, I will be using the service, and I can't wait for this to happen,

but please consider what the impact will be for disabled riders who are homeowners and residents of these areas.

Thank you.

MR. BAILEY: My name is Glenn Bailey, and I would support the right-of-way alternatives along Canoga, but I need to tell you -- and also I had heard rumors that there was discussion about not including the bicycle path and pedestrian path alike, as is along 14 miles of the existing Orange Line. I think that would be a big mistake. I think it should be at the same standards as the rest of the line.

It is very popular. I happen to live along the Orange Line, five houses away, and it is very, very popular with the neighborhood folks and for people walking and bicycling much more than I think anyone expected.

However, I also have experience with the impact that the Orange Line has had on our residential -- I mean, on our collector and secondary streets. With all the multiple intersections with restricting left-hand turns and that sort of thing, it has slowed up the traffic flow on the adjacent streets and cross streets. I think that needs to be studied.

Canoga Avenue is not the same Topanga or De Soto in terms of being a major north/south connection with

both ends of the freeway, but you need to look at what that impact is. Because, frankly, I used to be able to bicycle (inaudible) a lot faster than I do now on the path because of having to wait for all those signals and cross traffic.

You really need to look at, realistically, can you get a 60-foot plus bus up that very steep grade of Topanga Canyon Boulevard for the freeway. You are considering that. And wouldn't it make more sense for people coming from Simi Valley to park at the park and ride at the Simi Valley station, take the Metrolink in, or, if that is not conveniently scheduled, have Simi Valley do small shuttle buses, and it's not going to be that many people, have them come into the Chatsworth station, so that you are not having a lot of vehicles up there for relatively small number of people.

I share the concern regarding the impact to the parkland Stoney Point and north. It is a very important area environmentally, and I don't see that there's enough room to put the size of a park and ride that you are thinking about to justify this.

MR. MONKS: Jeff Swanson, followed by Jenny Jacobi, followed by Stephen Naczinski.

MR. SWANSON: My name is Jeff Swanson. Unlike most of the people here, I am a regular bus rider, and I

want to make sure that we get our two cents put in on this.

I am so grateful that this is happening, and I really am amazed at the amount of work you put in for the option here. Having more opportunities for people like to and there are lots of us, and it gets to be more and more every day. In the seven years I have been riding the buses, I see the buses get more and more crowded. And I hope that all my fellow residents will keep in mind that there are people like me who don't own cars, who rely on the transportation, and really need these extra opportunities and will think about everybody in the community, and not just what affects them.

Thank you.

MS. JACOBI: Hi. My name's Jane Jacobi, part of a family-owned business, Jacobi Building Materials, which will be destroyed by the bus route number five. Everybody seems to like that one, and on paper it looks good. But what they don't realize is there are 40-some businesses that will be wiped out if you build the huge one with the bike path and the whole bit.

If you just use part of it, that can work, or better yet, just put a Rapid Bus right along Canoga Avenue. There is no problem there.

But the whole big make it like the Orange Line,

it destroyed 120 businesses; they've got 40 more to go on Canoga Avenue. I just want to remind everybody, we're losing jobs and employment.

Thank you.

MS. NACZINSKI: Hi. I'm Steve Naczinski. I'm the vice chair of the Woodland Hills (inaudible), and actually speaking on my own behalf. And I want to just mention that there were a lot of insightful and actually pretty interesting pros and cons voiced here.

The one thing that I would like to address that I haven't heard yet is the issue of how people get to the bus line, and how they get off the bus line and get to their destinations.

There is some studies basically saying that the reason people don't use mass transit is because it doesn't connect to where they are actually going. So with the development of new technologies, like bicycles, like Segues and other battery-operated technologies that appear as though they are going to evolve as an extension of our development, people are going to be able to get to the train station. How do they then either secure these vehicles, or put them -- attach them to the buses so they can then take them when they get there.

I know there are a number of people that I have spoken to that said this is an issue just with bikes.

And so I think as your plan you should have a real strong emphasis on how we're going to facilitate this because I think it will make them much more effective.

Thank you.

MR. MONKS: Final speaker card is Glenn Wilson.

MR. WILSON: I'm Glenn Wilson from 18925 Citronia Street, Northridge. I used to be on MTA land, which is right on that area.

And there's lots of evidence (inaudible) in there that, I will paraphrase, to use the MTA property right where it is going to put the old railroad car for parking they use now, and we'll lose it if it goes through there.

And then there is also auto sales places that are also using the same place for their backup car stops right along on the old railroad line, too.

And then make sure you notify the ones that are on the MTA line. Give them far enough advanced notice so they don't freak out at the last minute. That's it.

MR. MONKS: All right. I'm just going to stand here.

I want to thank everybody for coming here tonight and your many thoughtful comments. You are now officially part of the record, and we appreciate that.

I also want to mention we have another scoping

meeting coming up on Monday night at New Academy in Canoga Park. It is an elementary school on Canoga; 7:00 to 9:00, the same format. If you have neighbors, colleagues, associates, please, invite them to come.

In addition, if you have anybody in your group that needs assistance with further outreach, please, see me.

I also want to point out Marina Perez. Marina is one of our consultants, and Catherine Padilla. Catherine, thank you, for your help.

So thank you for coming out tonight.

(Scoping meeting concluded at 8:46 p.m.)

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were placed under oath; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: August 8, 2007

_____

MICHELE URBINA, CSR No. 9635

CANOGA TRANSPORTATION CORRIDOR
ENVIRONMENTAL IMPACT REPORT SCOPING MEETING

VERBATIM TRANSCRIPT OF
EIR SCOPING MEETING
MONDAY, JULY 30, 2007, 7:00 P.M.

Reported by:
Ricki Q. Melton
CSR No. 9400

CANOGA TRANSPORTATION CORRIDOR
ENVIRONMENTAL IMPACT REPORT SCOPING MEETING

EIR SCOPING MEETING taken at 21425 Cohasset Street, Canoga Park, California, commencing at 7:30 P.M., Monday, July 30, 2007, before Ricki Q. Melton, CSR 9400, RPR 45429.

APPEARANCES:

METRO:
WALT DAVIS
DAVID MONKS

SPEAKERS:
MELODYE CARROLL
PAUL SHIVELY
SHELDON WALTER
BARRY SEYBERT
JUDITH DANIELS
CARL OLSON
RAY D. LOPEZ
SCOTT COHEN
HARRY TISCHLER
MARGUERITE BOGOSIAN
LIZ LEE
FRANCINE OSCHIN
STEVE BRANDT
MICHAEL CORTEZ

CANOGA PARK, CALIFORNIA, MONDAY, JULY 30, 2007
7:30 P.M.
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MR. MONKS: All right. We're going to start right now.

My name is Dave Monks, and I'm a project manager with Metro and Outreach, and it's very nice to have all of you here tonight.

This is our second scoping meeting. We had one on Thursday night. The turnout was very good, and it's very good here again tonight, and we really appreciate all the organizations within this community, the residents, business folks coming out and hearing more about the Canoga transportation corridor.

I wanted to just mention a few of the organizations that are here tonight because it's helpful to know.

We have excellent neighborhood council representation -- Canoga Park, Reseda, Chatsworth, the Winnetka Chamber of Commerce, the Canoga Park Business Improvement District, West Hills Neighborhood Council, the Canoga Mobile Estates Mobile Home Park. We like to hear from those folks

because the alternatives will be close to them, a couple of them, and the Canoga Park/Woodland Hills Chamber of Commerce.

So thank you for coming this evening. I want to just go over a couple of matters so that -- you know, you were given a comment sheet this evening. We really appreciate your comments. You can fill this out tonight. We have a table over here. You can take it home with you. There's instructions for faxing it, e-mailing it. The

deadline is August 13th, Monday, at 5:00 P.M. for submitting your comments.

And in addition, tonight we're going to be taking public testimony. We have a court reporter here. You will have two minutes to speak, and your comments will go on the record and be part of our scoping process for putting together the Environmental Impact Report.

In addition, to keep informed on the project, we have -- on the agenda that you were given tonight, at the bottom, there's a hotline number which you will be able to call and get information about the project or get access to staff if you need them, and as well, we -- our Metro website is www.metro.net, and by the end of August, we will have

a web page on this project up and running which will keep you abreast of what's going on and have the project documents and other information that you may be interested in.

So without further ado, I'm going to turn this over to Walt Davis, our technical project manager with Metro. He is the guy in charge, and he will be giving a PowerPoint presentation, and once again, thanks for coming this evening.

MR. DAVIS: I would like to echo David's sentiments. Thank you for coming out. I know there's better things to do on a Monday night at 7:30 P.M. This type of turnout -- we were guessing 20 to 30 people. This indicates there is a lot of interest in this project, and thank you for coming and thank you for sharing your opinions.

Before jumping in to my presentation, there are a couple of people I would like to introduce just so you know who the people are working on this project, so that if you see us in the room, come up and introduce yourselves and ask any questions, and you will know who to talk to.

I'm Walt Davis. I'm the project manager. The person you just left is David Monks. He is our community relations person. He will be the one out

there pounding the pavement and making sure that the different community groups, homeowners groups are aware of this project, knows the progress, knows what is going on.

We will try to be up front with you guys and let you know exactly what is going on so there's no surprises with this project. We're not going to do this in the back rooms or anything like that.

And working with David Monks will be Lorena Perez. She is with planning. And Lisa Padilla over here. Between the three of them, I'm sure that they will be doing a great job with keeping you guys familiar with the project.

MR. MONKS: I'm just going to step in here for a second.

I do want to recognize some representatives from our elected offices this evening who came, and thank you.

First is Megan Cateer (phonetic) from Council Member Smith's office. Did I pronounce your last name correctly?

MS. CATEER: "Cateer."

MR. MONKS: Okay. Thank you. Thank you for coming.

Laura Davidson from Council Member Wendy

Greuel's office is here. Thank you, Laura.

And Matthew Dodson from State Senator Jack Scott's office. Thank you, Matthew, for coming.

I just want to remind also everybody if you would like to speak tonight, fill out a speaker's card and turn it in at the back table, and speakers will be speaking in the order that the cards are received.

Thanks.

MR. DAVIS: Thank you.

Just a couple of names, and I'll try to move fast.

Michael Meyers is our project manager on the consultant side, and also with us we have Elaine Cabray. Elaine.

She will be doing the transportation enhancement. She will make sure that, whatever we do, we don't do an engineering solution or a sea of concrete. She will make sure that whatever project we do, if we do a built project, that it's integrated in the community and compliments the community rather than being an eyesore for the community. So a very important part of the project.

Okay. If I can jump into my presentation now.

Okay.

MR. MONKS: From Senator Alex Padilla's office, Angel Paranuevo.

Is Angel here? Back there.

Thank you for coming, Angel.

And Hannah Lee from Council Member Greg Smith's office. Thank you, Hannah.

MR. DAVIS: Okay. My first slide is the welcome and introduction. I think I have already achieved that.

I'm going to keep our presentation to 25 minutes because the purpose of this meeting is to give you the opportunity to give us feedback and tell us what you like about the project and what you don't like. So I apologize if I move fast.

The project history and the project study, why we're here today, what is the scope of our project -- I'll go over that. The purpose of this meeting and our objectives -- I think I have already done that, but I will do it again.

I will tell you I know people in here aren't EIR experts. What is the process of EIR? Environmentally clearing the project for a major capital investment project.

We have seven built alternatives in the back

of the room that most of you saw. I will go over the area and narrow the scope of this project down to two built alternatives and a local alternative and what will be the process of determining what our alternatives are.

How to achieve the best alternatives -- talks about that.

The possibility of an extension to State Route 118 Freeway. I think that's probably more interest for the Chatsworth area for the community. Some of you may be interested in that. I will let you know, if we do that extension, where it will go. Just let you know it will definitely be on the street if we do that extension. It will not be the dedicated right-of-way which we are considering for this project.

And then it says "questions and clarifications," but actually what I want to do, going back in the room and talk to me or all the different professionals I introduced to you. I want to, on that slide, open up to you to come up and make your comments. It will be recorded and will be part of the scoping session of the EIR, or if you don't like to talk to the public, you have the opportunity to write out your comments or on the scoping document

that was sent out to you, notification, my e-mail address is on there. So you are welcome to e-mail up to August 13th or my mailing address is on there. You can send me a letter, and if I get that before August 13th, it will be in the scoping section of the DEIR, which will be published in February of 2008, about six months from now.

Let's go to the first slide. The project history and the study area. Why are we doing this project?

I think simply stated you can look at the Metro Orange Line. When we built the Metro Orange Line from North Hollywood to the Canoga Park ride lot and doing the Warner Center loop, we, I think, at that time were collectively holding our breath because we didn't have any idea what ridership would be. There isn't any type of a line like the Metro Orange Line anywhere in the United States that's dedicated just for buses off the right-of-way completely.

You may find them in foreign countries but not here in the United States. So we didn't know what ridership would be.

We did some forecasts, and we weren't really sure. Our forecasts indicated that we would have

23,000 boardings a day by the year 2025, so about 18 years from now.

It opened October of 2005. It's been open for about two and a half years, and during the month of June, we averaged 25,000 boardings a day. So I think by anybody's assessment, it's been a huge success, and we want to build upon that success.

So our board back in September of 2006 asked us to initiate an environmental clearance which is the first step towards capital investment project of this size to see if there's a need and what the impacts will be. So that's what we're here for today.

They instructed us to look at a four-mile extension of the Orange Line from its current western terminus, which is the Canoga Park Red Lot north to the Chatsworth Metrolink Station, and at the Chatsworth Metrolink Station you have local bus routes coming in, you have limited buses coming in, Metrolink service, and Metro Orange Line. You have the making for a pretty good transportation hub where people connect and they get on their source of transportation and get to their final destination. So you have an opportunity there, and I just wanted to identify the Chatsworth Metrolink Station.

This study is -- the square highlighted right here -- the reason -- we'll say that four areas of this map we do have illustrated the Canoga right-of-way.

The reason for that is because we completed a study in 2001, and in that study, they indicated that that was a good linkage between the Chatsworth Metrolink Station and Canoga Park Red Lot, but in addition, they said that densities in the western San Fernando Valley weren't as great as they were eastern San Fernando Valley.

So the study in 2001 indicated there were wonderful opportunities on Lankershim, on Van Nuys, on Sepulveda, and Reseda for significant improvements.

It's difficult to implement those improvements right now. So we're going to study them some more.

The reason I'm showing you this slide is to let you know that, in addition to doing this project right now that we're looking into and that we're here for today, the sister project, we're making money available to LADOT so they can assess the need and what opportunities there are on Reseda, Sepulveda, and Van Nuys, and Lankershim, and we've asked them to

come back to our board in August of 2008 to tell us what they can do.

So the sister project then also includes other north/south improvements in the San Fernando

Valley.

Next slide, please.

The purpose of this meeting. The purpose of the meeting is basically to give you the opportunity to learn about the project and ask questions and also give you the opportunity to voice your opinions pertaining to the environmental issues, mitigation measures, or the environmental process itself, and that's what we're here for today.

Next slide.

What is the EIR process? The EIR process stands for Environmental Impact Report, and it's a state-required exercise we do before we initiate a design-build contract, and there are steps we have to follow.

The first step is the notice of preparation. For notice of preparation, you put a story in the newspaper. It appeared July 12th, 2006, letting the public know that -- of our intentions of looking at this project and possibly moving forward with it and soliciting your input.

In addition, we sent notice of preparation to the county clearinghouse, and they circulated among all state and local agencies.

After that, we sent -- I think everybody got this, since you are here -- the notification of our intention and welcome to the scoping meetings.

We sent out 44,700 of these notifications. We did our best to really canvass the area to let as many people know about this project and have the opportunity to voice their opinions before we really initiate it.

We have done some groundwork of identifying some alternatives so we have something to talk about at this meeting, but we're at the very beginning of the process.

The next step is the scoping meetings. This is the second one, and that's the step we're at right now is the scoping meetings to give you the opportunity to voice your opinions.

The next step is the screening of alternatives. We're presenting to you guys seven alternatives in the back of the room: two on DeSoto, two on Topanga, and three on or near Canoga Avenue.

We can't study all seven of those alternatives to the level of assessment that's

required in the EIR document. So after these scoping meetings, during the month of September, we will be narrowing the project down to two built alternatives, the seven in the back down to two for a full-blown environmental assessment, and I will go over the assessments we will do on the alternatives later on in the meeting.

After that, the draft EIR preparation, we began that when we sent out the notice of

preparation, sent these out and started developing alternatives. So that's well under way, and that will go until February of 2008 when we hope to have the DEIR completed, and we hope to go to the Board with that assessment with hopefully the local alternative, the one alternative we will be moving forward with on the project.

After the completion of the draft DEIR, there's the draft circulation period. That's a 45-day period where we circulate it to every library in the area. It's shown on mta.net where you come to the MTA and purchase it. It's a voluminous document. We don't just hand them out. We make them available where people can get to them or just download it from the Internet and print it out, the specific areas that concern you. It's a huge document. I don't

think you would want one. And you have 45 days to review it and provide comments to us.

After that 45-day review period and until August of 2008, we're going to be responding to all the comments received during preliminary engineering and the final assessment of the project leading up to August 2008 when it goes final and it is certified by our board of directors at the MTA.

After that, if everything goes without any major hurdles, we go to the California Transportation Commission, show them the project, and secure the rest of the funds for the actual construction of wherever the project may be or as part of our assessment, we assess the possibility of no project whatsoever, and if that turns out to be the best project, obviously won't go to the CTC to solicit funds.

Jumped ahead of myself and right to the final action. So if I can move on to the next slide.

What are the alternatives? The first two alternatives that you have to assess in the environmental process is alternative 1, no project, and that is what it sounds like. If you don't build this project, what will the ramifications be? So if you look at alternative 1 board, that shows you the

bus system currently in place, and that system would stay in place without any project.

The second alternative you have to look at is a low cost alternative. It's called a transportation systems management. That's basically where you do a number of improvements to intersections, you lower the headways of the buses, put more frequent buses out there, try to improve the system you have with the existing infrastructure. So it's a low cost alternative.

After that, our seven built alternatives. Okay. You guys moved ahead of me.

That's seven built alternatives as I mentioned: two on DeSoto, two on Topanga, and three

on or near Canoga Avenue. Here is the transportation systems management which shows civilization improvements, some more bus serve, more express service, and what we could do to improve bus services without a major capital investment project.

The next slide.

The three on Canoga Avenue include Metro rapid bus service, which would have the buses sharing a lane with the cars. So this slide shows the buses are in the lane.

As you know, buses get bogged down with

automobile traffic. So that one, the buses would achieve the least greatest bus speed improvements, but it will be a low-cost alternative.

The second alternative would be a dedicated lane on the Canoga right-of-way. That would entail eliminating on-street parking but doing a bus lane on both sides so we could achieve good bus speeds, but it would have impact, and they would -- for example, cars -- when cars take a right-hand turn, they would turn in front of buses. So there is some conflict there. So there are some merits and some negatives to that option.

And then the third option on Canoga is the railroad right-of-way, which I'm sure a lot of you are familiar with and others have approached me earlier, talking about that right-of-way.

We do own the railroad right-of-way between Canoga Park and Chatsworth Metrolink Station. So we could possibly do something like the Metro Orange Line on that right-of-way, but as you know, there's a number of businesses that are on that right-of-way as well.

So that is the one alternative that would achieve the greatest bus speed improvements but would have the greatest impact on the community. So a

careful assessment would have to be done.

Next slide.

Metro rapid buses on DeSoto Avenue or dedicated bus service on DeSoto, and again, with Metro rapid, it shares the right-of-way with cars and buses. With a dedicated lane, we eliminate the on-street parking for a dedicated bus lane.

The next slide. Those are my seven alternatives -- oh, I have nine alternatives. Topanga Canyon, Metro rapid service or a dedicated lane, same configurations.

The next slide.

How are we going to break this project down into two alternatives?

After this meeting, we're going to take your comments into consideration, and we're going do a careful assessment based on: Does it support mobility? What is the ridership potential? Does it serve sensitive areas?

I'm not from this area, but the West Hills mall -- I have heard a lot about it. Does it serve the major activity centers like that, and does it complement our network of bus systems that we currently have in place? Does it support land use?

For that, we will look at community plans,

the homeowner groups, the plans you have for that area and which projects best complements the idea of what the future of this community is going to be.

Also joint development opportunities. Whenever we have a capital investment project like this, it will include stations, Metro stations, incurs joint development with commercial and residential. We like people living in close proximity to our major transportation stations so people use mass transit more. We're trying to attract better ridership.

Corridor enhancement. I have a lot people saying they love the bike trail and the pedestrian trail adjacent to the Metro Orange Line, a lot of e-mail saying can't you do something similar for this extension, so enhancements like that and other enhancements.

Maximize community input. We're here today to get your input. I'm going to stop talking here in about ten minutes and give you the opportunity to take the microphone or write out your comments.

And also we have been out there hitting the pavement, and we met a lot of elected officials, and we're going to continue to do that and getting feedback from them.

Minimize community impacts. It is a so loud that it would hugely impact a community or there's spotted owls or something unforeseen, underwater ground sources and stuff like that that we haven't assessed yet that might be a project killer. So we will do our environmental assessment and evaluate what impact the project would have.

We're going to look at archeological, paleontological, traffic, noise, vibrations, smog, everything you can think of and see if there's any project killers that would make the project too big a disruption on the community to be considered.

And then cost effectiveness. Ridership forecasts. Then we're going to see what this project will cost, and if it doesn't make sense from a cost analysis standpoint, we'll probably have to choose a lower cost alternative.

The next slide.

Back in September when our board told us to look at this extension from Canoga Park to Chatsworth Metrolink Station, one of the board members stood up and said, "You know, Chatsworth is only two miles south of the State Route 118 Freeway. Wouldn't it make sense to extend it two additional miles?"

So we said, "Well, we'll look into it."

I want you to know -- because there's been a lot of concern in the Chatsworth communities about the horse trails up here and the parks -- that if we do an extension to the SR 118, we are not going to flow through Canoga Avenue and build a new on-ramp/off-ramp on the State Route 118 Freeway. We will either use Topanga Canyon or DeSoto which currently have on- and off-ramps. We will be on street, and we will do our best to limit the amount of impact it will have on the traffic congestion in these areas.

I got an earful last Thursday night from those communities about traffic congestion on those streets. So we're going to be sensitive to that and look into it and see if it makes sense, but I will let you know the actual project is from the Canoga Park Red Lot to Chatsworth Metrolink Station, but this is something that is possible and that we are just looking into it.

My next slide is question and answers. Again, I have a lot of professionals in the back. Those of you who do have questions that you would like answered, please feel free to talk to one of the professionals in the back.

I would like to open this up to the people.

Step up to the microphone and talk to me, and I'm going to ask my project managers Michael Meyers, David Monks, Wendy Lockwood --

Did I introduce you, Wendy?

Wendy Lockwood is our lead for the environmental assessment of the project. I'm sorry. When I went around introducing people, I somehow overlooked Wendy. I apologize, but very important person on this project, especially this component of the project.

So as you make your comments, I would like to have my teammate project managers for this part listening and taking notes with me.

And, David, do we have people who have filled out --

MR. MONKS: Okay. You are going to be speaking into this microphone. The court reporter will be taking your comments, and you can direct them to Walt and Wendy and Michael. So the comments will be done in the order received.

Melodye Carroll, John Parker, followed by Paul Shively.

MR. DAVIS: And I want to repeat that this part of the meeting is for you guys to state your comments. It's not for back and forth. We won't be

answering the questions. You tell us what your opinion is.

If you want the questions answered, go back

to the room and talk to one of our professionals because we want to give everybody the opportunity to talk.

MR. MONKS: And can you see the timer right here?

MELODYE CARROLL: My questions are about the alternative 5 -- No. 5. I live in the --

Can you hear me now?

I live in the Riviera Mobile Home Park at 8801 Eaton Avenue, and my mobile home backs up to Canoga Avenue. So if you use this alternate 5 and use those railroad tracks, I'm going to have buses running about 30 feet from my master bedroom, which is something I don't want.

If this is used, I beg of you to please put a buffer wall or sound wall up. There's 270 units that are on that route, and we're all seniors, and it just will ruin our property value.

I don't know how -- what else I'm supposed to say other than, please, if you use this one, put up a barrier. Please help protect us.

And I guess that's all I have to say. Thank

you.

MR. MONKS: John Parker.

MR. DAVIS: Can you address her questions. Go talk to Vegan (phonetic).

JOHN PARKER: Good evening. My name is John Parker. I'm the president of the Canoga Park/West Hills Chamber of Commerce. I'm also the immediate past president of the Canoga Park Improvement Association.

Our preference, generally speaking, would be for alternative 5. We recognize there's a number of tenants that will have to be relocated to make way for this. We would be concerned with where they would be relocated and to help them, and we do think this is the best use of the land in that it's a public right-of-way. It's safer because we have seen all the problems that we have on the other side. We think if it's on its own dedicated road, it would be safer. It's, as we say, best use.

What really concerned us in the Improvement Association in Canoga Park is that MTA is the worst landlord in the area. If you drive along Canoga Avenue, the properties are deplorable. They are kept in a deplorable state by so many different people, and that's one of the reasons that we would be

supportive of using that just to see that area used in a much better way and kept in a better way for this community.

Thank you.

MR. DAVIS: Thank you.

PAUL SHIVELY: Paul Shively. I'm a member of the Canoga Park Neighborhood Council.

John pretty much said pretty much what I had

in my notes because it's so apparent each time you drive up and down Canoga Avenue that the worst landlord we have, the worst blight is that created by MTA tenants up and down Canoga Avenue.

People from outside of the community seem to think that that's Canoga Park's border, it's our east boarder, that where the blight starts is where you enter Canoga Park.

So the most positive impact would be to change that image.

The next most positive enhancement would be to utilize it in a positive manner with transportation north-south utilizing the existing park-and-ride connections and at the same time having the bike paths, maybe a farmers' market area, something that would really enhance the community, use that as a drawing point.

Canoga Park -- really Canoga Avenue is our namesake. Canoga Park or Canoga Avenue, like I say, is the worst street we have.

So to enhance that with positive transportation in a greenbelt with all these amenities would do nothing but have a positive impact on the community.

And I keep hearing all this positive impact, and that's where we want to go, and at the same time, each one of these tenants that has to be relocated should be done fairly, relocation funds, whether it's CRA money -- Michael, I'm going to spend your money for you there -- CRA money or other money used would be beneficial.

My vote is alternative 5. Thank you.

MR. MONKS: Sheldon Walter, followed by Barry Seybert, followed by Judith Daniels.

SHELDON WALTER: Good evening. My name is Sheldon Walter.

I've been on the Mayor Bradley's and Yorty's advisory committees on transportation. Very involved with the rapid transport in Los Angeles.

I think that this system is -- I think you can work this very nicely along the coastline. They don't have so many intersections there.

You run these buses along an intersection with Vanowen and Sherman Way and Roscoe and Saticoy, you are going to have horrendous traffic.

We don't have any grade separation at all, not like if you might have a rail transit or a -- like in other parts of the city, like in New York, Chicago, other places, you need a rail rapid transit to really get the people around better than a busway.

So this is a nice idea and nice thinking and so on, but eventually we're going to have much better mobility.

This Southern California association of government has rated the Los Angeles region an F in

mobility. That's failure. Not just this last year but last couple of years, two or three years, and we certainly need to have mobility, move our people around better and improve our situation where we have all this gas -- you know, greenhouse gases helping to create a global warming. We need to have more rapid rail transit here.

And that concludes my remarks. I'll send some written comments later. You all have a nice evening.

MR. DAVIS: Thank you.

BARRY SEYBERT: I'm Barry Seybert. I'm West

Hills Neighborhood Council Streets and Transportation Committee. I also represent Dennis Zine, Council District 3, for the Mayor's bicycle advisory committee.

I also chaired Laura Chick's feasibility study many years ago on this corridor. Back then it was called the Burbank/Chandler corridor, and back then it was supposed to go from North Hollywood to Warner Center.

It was our report that said it should go up to the Chatsworth station. So I am definitely in favor of alternative 5 with the bikeway along with the busway. I hope to see that happen.

I do know that every business that is along that corridor, part of their lease says that this property belongs to the MTA right-of-way and that it could be developed in the future and that those businesses will have to vacate, and they signed to that when they signed their leases.

Thank you.

MR. DAVIS: Thank you.

JUDITH DANIELS: I'm Judith Daniels. I'm the president of the Chatsworth Neighborhood Council.

I realize that most of the people here are not concerned about the northern end and the

possibility of a park-and-ride at the 118 Freeway.

Two quick comments. One of them is that I think if you look carefully at how many people would come in to Chatsworth on the 118 Freeway and want to be getting down to either Warner Center or possibly to downtown Los Angeles, I think the reality is that the only people who are likely to use the 118 Freeway to get to the south part of the Valley or downtown are people coming in from the eastern edge of Simi Valley.

If you have people who are in the city of Ventura, the city of Moorpark, or even on the western edge of Simi Valley, they are much more likely to take the 23 Freeway south, go across the Ventura Freeway, the 101, and come in from the southern end as opposed to coming along the 118 Freeway having to take surface streets, surface transportation south to Warner Center.

Second thing is if you are talking or considering the possibility that you are going to have a significant number of people coming in through Chatsworth and a park-and-ride at the 118 who are going to be shopping at the new mall in Warner Center, I think you are going to have to be really careful about whether these people are going to ride

a bus to go to a mall where they will make significant purchases, have to carry those back on the bus, go back to a park-and-ride lot, which by the way, depending on where it's planted up at the 118 Freeway, would be serviced -- all of the security would be serviced by the Malibu Sheriff's Station because that's the policing agency that is outside of the city limits, anything north of the freeway, and if people are concerned about security from Malibu, that's an issue.

MR. DAVIS: Thank you, Judith.

MR. MONKS: Carl Olson, followed by Ray Lopez, followed by Scott Cohen.

CARL OLSON: My name is Carl Olson. I live in Woodland Hills. I have four short points.

No. 1, there's yet to be any established need for spending $150 million of taxpayers' funds on an Orange Line extension from Canoga Avenue Station to the Chatsworth train station.

In order to establish a realistic demand for such bus service, the most logical thing will be --

MR. MONKS: Sir, you are going to have to slow down to read a statement, okay, because the court reporter has to follow you.

Okay?

CARL OLSON: Okay.

MR. MONKS. Thank you.

CARL OLSON: I'm also on the clock.

MR. MONKS: That's fine.

CARL OLSON: In order to establish a realistic demand for such bus service, the most logical thing would be to start up a regular bus line on Canoga Avenue that goes to the Chatsworth train station.

MTA can do this right away. No need to wait years. It should be a starting point for any other action in the EIR. I suggest this bus line will demonstrate minimal actual usage and indicate that no major construction project should be undertaken.

No. 2, alternative No. 5 would be the worst of all possible alternatives. It would plow under dozens of prospering businesses along the east side of Canoga Avenue. The long-established businesses involve hundreds of employees and thousands of customers.

These businesses would find it next to impossible to find comparable relocation sites that would be easy for their employees and customers to

reach.
The Valley has too little

commercial/industrial properties as it is. MTA should not be in the business of destroying them.
No. 3, as for these existing businesses, you should know the MTA has them all on month-to-month leases. This provides almost no security and no incentive to actually improve a lot of things. It also allows MTA sizable rent increases, such as doubling.
During this two-year process you are going through, the MTA should allow long-term leases on these properties.
And, 4, MTA right-of-way along Canoga should be sold and not zoned for commercial and industrial properties as it currently is. The current business tenant should be given the right of first refusal. The millions of dollars that are raised from the sales should go into projects that really help improve transportation, such as expanding the 101 and other projects to help traffic in the Valley.
You know the gigantic bottleneck that Caltrans and MTA created on the 101 at Topanga Canyon where five lanes shrink to four let's into put the 150 million into this instead.
Thank you very much.
MR. DAVIS: Thank you, Carl.

MR. MONKS: Ray Lopez, followed by Scott, and then followed by Harry Tischler.
RAY LOPEZ: Good evening. My name is Ray D. Lopez. I have two possible alternatives.
One, the Canoga Street busway would have to be built on that former Metro railroad right-of-way route that would start all the way from Owensmouth Street, Warner Center transit and would start from Variel Street northbound and will continue until it makes a left turn on Victory Avenue's curve to get to the northbound Canoga Street busway route and back and forth, after it stops at the Chatsworth Metrolink Station as its last destination. So just to let you know.
But I would give it a new color for the north-south portion. It would have to be called the indigo line so that you can't have two sides of the Orange line. The east-west Metro Orange Line would be available in the Warner Center transit hub and the northern side indigo would start from the transit hub until it gets to the Metro Chatsworth transit -- yeah, Metrolink transit station. That's one of them.
No. 2, I would like to inform you we would like to get a new Canoga Street bus -- local busway that would start from the Metro Warner Center transit

hub all the way until it gets to the Chatsworth Metrolink Station. That would be 246.

Give it two different sides of the busway to use for those who like to start using them on a daily basis so especially those junior and high school students who want to use them badly and the residents of the Canoga mobile house estates.

I thank you very much. Please have a good night and a great summer. Thank you.

MR. DAVIS: Thank you.

MR. MONKS: Scott Cohen.

SCOTT COHEN: Hi there. I'm Scott Cohen. I own the Green Scene. I'm on the corner of Canoga and Vanowen.

And my business is anything but a blight to Canoga Avenue. I have a waterfall and a pond on the corner, beautiful plants and flowers and trees, roses and beds, and I run a landscaping company.

I work together with Jacoby Construction right next door, and we work together in creating stones and plants and trees to make Canoga very nice.

I heard Canoga Park people here say is that MTA is a lousy landlord and a slumlord and all these businesses along the street are looking bad and a blight on the community. Well, that's not the

businesses' fault. That's the MTA. The MTA is setting the guidelines and restrictions that we use to maintain our property. So let's not give the MTA more responsibility on Canoga Avenue. If you are not happy with what you see now, why would you make them in charge of any better improvement?

Before we build another project and spend millions of dollars displacing businesses that are doing a good job on Canoga Avenue, why don't we try a little bus line going up and down Canoga first. Put a couple of benches out there. They are not that expensive. I can build them for you cheap, and as long as I can put a little advertising on them, I would be happy with that, but let's try some buses up and down the street first and see if there's a ridership, see if there's really a need for all these extra things going up and down Canoga.

I don't disagree that the MTA should do a better job with the property and their leases and the arrangements that they have with the properties up and down Canoga, but that's an easy thing to do to fix that and keep those properties looking nice.

We don't need to put a bus and more concrete and more hardscape and make it hotter. You want a bike path? I think that's nice. You should have a

bike path, but we don't need a bus going up and down the street.

Is there anybody that can tell me how many buses they are planning to have going up and down Canoga on a regular basis? Once a week?

In any case, I would like to see MTA to do a test run and see if it's needed to go any further.

That's all.
MR. DAVIS: Thank you, Scott.
MR. MONKS: Harry Tischler, followed by Marguerite Bogosian and Liz Lee.
HARRY TISCHLER: I'm Harry Tischler. I live in Eaton Mobile Home Park, which is right next to the right-of-way.
The first question I really have of everybody, particularly the ones that have spoken, how many people ride the bus or how many just drive cars? Ride the bus for transportation?
Good God. Two people. Oh, sorry. Didn't see you down there.
The question I have, though, is I understand that, in around 2011, there is some law that comes into play that all of the transportation has to become pretty much electric or at least more nonpolluting than they are, which sort of brings up a

train or something with tracks, and we are going to need a right-of-way for that if that's true, and for those who don't know it, there is some word about the two big malls merging into one world's biggest mall. So that's going to have some effect on us all too.
Give these things some thought.
MR. DAVIS: Thank you, Harry.
MR. MONKS: Marguerite, followed by Liz Lee, and the last one is Francine Oschin.
If there are any more, please get your cards up to me now. Thank you.
MARGUERITE BOGOSIAN: Okay. I'm just a homeowner, and I live in Warner Center, and I know that the Orange Line is a wonderful bus; however, it has ruined Erwin in the mixed-flow-type concept. So I think that you should look at alternative 7 and alternative -- I wrote it here -- the one on Topanga, alternative 9, because they are more commercial. There's more strip malls. So as Scott was saying, there are more businesses on the store fronts on Canoga that, if you had buses going there and a dedicated lane, it would put like Rocky Roadster or all those little stores out of business because there's nowhere to park.
So if you take a street like DeSoto or

Topanga Canyon that's already pretty commercial, there's at least three lanes, you could dedicated one lane and it wouldn't matter if there was parking or not on the street side because you have strip malls that have parking. So it wouldn't affect the traffic, and it would be a dedicated bus you could hop on. It wouldn't affect traffic. Nobody would get hurt because basically it's a dedicated bus line.
So I would go for the dedicated one on Topanga Canyon and the dedicated one on DeSoto, and then you could have one little bus, a DASH or something, that would connect it over to the other --

the Orange Line, and that's the way I see it.
And I'm not an analyst, but I'm just thinking of homeowners and business people, and you don't want to put business people out because you will have a bus and where are they going? Nowhere.
So I would go for DeSoto, Topanga Canyon and have a dedicated bus line. That's my idea.
MR. DAVIS: Thank you.
LIZ LEE: First of all, I want to clear up a misconception about people who live in Simi Valley and how they get to other places. Nobody goes by the 23.
Have you even noticed what they are doing to

the 23? We would always -- and, in fact, I spent a year commuting from the western side of Simi Valley via Metrolink downtown every day. Sometimes I would drive to the Chatsworth station because I was going to go somewhere in the Valley after work. So I park my car there.
So I want to tell you that rapid transit is number one as far me taking a job. Right now I work in Calabasas, and I got to tell you that north/south route is not fun. I had a temp who came into my office yesterday complaining like crazy because he couldn't find a good way to get to our office.
Now, north/south driving in the West Valley is terrible. It's been terrible for years. I would never touch Topanga Canyon Boulevard in the daytime. At night it's even worse than going.
I appreciate Steve Cohen's beautiful landscaping around his building, but I got to tell you he's impeding progress, and if we keep looking at all of those business owners -- it's true your people have your livelihood along Canoga Avenue, but you know what? There's a whole lot of people.
I love the Orange Line. I have driven from Chatsworth down to Warner Center and caught the Orange Line to go downtown, and I love it because I

always rode the red line, and I would take that -- no way could I get downtown and back with $3. I mean a gallon of gas is $3 now, and there's no way my car would make it down there.
As far as I know, CNG is nonpolluting. I'm not an expert, not a chemist, but compressed natural gas -- I have ridden on those buses. I have to tell you they are wonderful.
So I am in favor of alternative 5. Thank you.
MR. DAVIS: Thank you.
FRANCINE OSCHIN: Hello. I'm Francine Oschin, and I'm in favor of alternative 5, which is the northern extension of the existing Orange Line going north to the Chatsworth Metrolink.
In the early 1990's, when I was deputy chief of staff at Councilman Hal Bernstein, the predecessor

of Metro was going to sell that right-of-way. They saw no reason to keep it.

Through a council motion and through Hal's actions, the right-of-way was preserved on Canoga Avenue and with a very good reason. We didn't even know Metrolink was coming at that time.

Many years later when Metrolink did come, it was a success. Chatsworth was the first station in

the Valley we opened, and there were so many people who were getting off at Chatsworth, and that was before Metrolink went out to Montalvo and all the other areas it went to, that we got money from projects to have dedicated taxis sitting and waiting for people when they got off the Metrolink and they would get into them, shared taxis, and it would whisk them to their jobs in Warner Center.

Warner Center is a hub of commercial and retail. It is a place that people come to from all over. The way they get there is by that Metrolink. That Metrolink is heavily used. Anyone that pretends nobody uses mass transit has not been on mass transit.

I don't ride it every day. I'm a discretionary rider. I ride ten miles to the Universal City station. I get on the Red Line. I have gotten on the Orange Line. I may not use it every day, but I will use it enough that your drive every day isn't as bad as if I was on that freeway all the time.

The Canoga right-of-way offers you a dedicated area off street. There is no other place you can look at as an alternative that will guarantee it is off street. So you have the speed and the

capacity. That's why people will use it. Maybe they won't stop all the way along the way, but that Chatsworth Metro is a hub. It is a place where people get off. It's also got the facilities that would allow you to have a park-and-ride over there.

Is my time up? Okay.

Anyway, you can see I'm very passionate about this almost 20 years after Hal Bernstein helped preserve that piece of property. We really believe it is the best alternative.

MR. DAVIS: Thank you, Francine.

MR. MONKS: Steve Brandt -- I believe that's the name -- followed by Michael Cortez.

This is the last speaker card. So if anybody else wants to speak, fill it out, pass it up. Thank you.

STEVE BRANDT: Hi. My name is Steve Brandt. I have a business on Canoga and Roscoe called the Car Corner. I have had a lease with MTA for 25 years.

I think the big thing to decide in a four-mile stretch of land that you are going to have these buses on is if you are going to have the

ridership.
I think you owe it to the businesses and communities. As Jacoby said last week, last

Thursday, there's 40 businesses that will be affected. Some of them don't know where they are going to go, and I think you ought to do a study to find out if it's really feasible and makes sense.
That's it.
MR. DAVIS: Thank you, Steve.
MR. MONKS: Okay. Last call. Anyone else?
Michael Cortez, last speaker.
MICHAEL CORTEZ: Good evening. My name is Michael Cortez. I am with the Community Redevelopment Agency for the City of Los Angeles, and we look forward to working collaboratively with the MTA to come up with a proper alternative.
Our major concern is the area that the MTA owns that is a little bit blight or there's little bit problems there. We would definitely love to work with the MTA so that the property is clean.
We have heard many concerns from community organizations and businesses from -- adjacent to that area. The CRA in particular spent over $20 million in revitalization and redevelopment in the Canoga Park area, and so we definitely would love to highlight the work that has already been done in that area. Thank you.
MR. DAVIS: Thank you, Michael.

We're not going to go away. That's the last of the comments, but if you want to come up and talk to me or Michael or Wendy or talk about the transportation enhancements or lanes or to somebody about community relations, David, please feel free.
Our boards are in the back that has all the alternatives. We're here to listen to you guys.
MR. MONKS: Thank you. Thank you for coming.
(Whereupon, at 8:22 P.M. the proceedings were adjourned.)

STATE OF CALIFORNIA)

I, RICKI Q. MELTON, Certified Shorthand Reporter No. 9400, certify:

That the foregoing proceedings were held before me at the time and place therein set forth;

That all proceedings held were recorded stenographically by me and were thereafter transcribed;

That the foregoing transcript comprises a true record of all proceedings held at the time of the proceedings;

That I am in no way related to the parties in this action, nor interested in the outcome thereof.

IN WITNESS, I have subscribed my name this 6th day of August, 2007.

_____

RICKI Q. MELTON, CSR No. 9400

I. INTRODUCTION

This report summarizes the outreach activities that took place from May to August 2007 in support of the Environmental Impact Report (EIR) for the proposed Canoga Transportation Corridor Project. The Canoga Transportation Corridor project is a proposed four mile extension of the Metro Orange Line that would connect the Canoga Station to the Chatsworth Metrolink Station, with a possible extension to State Route (SR)-118.

Metro places a high priority on public feedback and outreach. This is consistent with State requirements and is necessary in ensuring broad public knowledge regarding the proposed project. In implementing the activities for an inclusive community outreach process, Metro in coordination with CPG managed an outreach program to support the environmental review process and documents all outreach activities.

A. Outreach Parameters

Nearly 300 community stakeholders were identified via research of key community groups, neighborhood councils and organizations, businesses, and briefings with elected officials. Close to 300 stakeholders contact information was catalogued in a project database that includes elected officials, transportation focused organizations, neighborhood councils, homeowners associations, mobile home parks, resident associations, lease-holders along the Metro right-of-way (ROW), business groups, churches and equestrian groups with specific interests along the Canoga Avenue Transportation Corridor. Additionally, Metro purchased mailing list of 44,100 residential addresses within the target area bordering SR-118 to the north; US-101 to the South; Shoup Avenue to the West and Mason Avenue to the East.

B. Scoping Meeting Notices

Approximately 60 Agency Scoping meeting notices were mailed the week of July 16, 2007 to federal, state, regional, county, and city agencies as well as offices of elected officials.

C. Newspaper Advertisements

The Notice of Preparation was placed in English and Spanish in two major publications, which were selected for their San Fernando Valley-oriented circulation and audience. The scoping meeting advertisements were published in:

- *Daily News* (July 10, 2007)
- *La Opinión* (July 10, 2007)

D. Project Hotline

A local project telephone hotline was established at (818) 276-1289, to provide stakeholders with easily accessible project information and as an interactive and more personal way for the public to leave messages, comments, and/or questions for the project team. The recorded messages directed callers to various options such as leaving a comment or question, and providing contact information to be added to the project database. Telephone messages were recorded in the four identified languages spoken along the corridor: English, Spanish, Korean and Armenian. The hotline is monitored on a daily basis and all messages forwarded to the team as soon as they are received. A direct line to the Metro Outreach Project Manager was provided as an option for callers who required immediate attention. A phone log is maintained to document all calls received and entered in the project database. The hotline number is printed on all project information materials, newspaper advertisements, and e-mails.

E. E-Newsletter Network

An E-newsletter network was created so that information regarding public scoping meeting dates could be effectively and quickly disseminated to the public via existing communication channels. The network included posting project information and announcing scoping meetings on existing community newsletters, chamber of commerce e-mail distributions, elected officials' e-newsletters, neighborhood councils' e-mail blasts, and equestrian groups and business organizations newsletters. Several of the

organizations receiving the newsletter information placed scoping meeting dates and corridor maps on their websites, in e-newsletters and in mass e-mails to their memberships. The following organizations were contacted:

- Pierce College
- Save Chatsworth, Inc.
- Canoga Park Improvement Association
- Chatsworth Neighborhood Council
- Canoga Park Improvement Association
- Northridge West Neighborhood Council
- Winnetka Neighborhood Council
- Chatsworth Neighborhood Council
- West Hills Neighborhood Council
- Woodland Hills-Warner Center Neighborhood Council
- Valley Alliance of Neighborhood Councils
- Reseda Neighborhood Council
- Canoga Park Improvement Association
- VICA Transportation Committee
- San Fernando Economic Alliance
- Canoga Park/West Hills Chamber of Commerce
- Warner Center Neighborhood Council
- Canoga Park Neighborhood Council
- Topanga Messenger
- San Fernando Sun
- Kiwanis Club
- ETI Corral
- Valley of the Stars
- Valley Home Owners Association
- CRA
- Friends of the Los Angeles River
- California State University Northridge
- Woodland Hills Chamber of Commerce
- Friends of the Los Angeles River
- New Armenian Daily

F. Blogs

Key blogs were identified that could serve as information conduits. The identified blogs were located in the San Fernando Valley, as well as transportation blogs that serve the Los Angeles area. Information regarding the Canoga

Transportation Corridor and scoping meeting announcements was posted the week of July 9th on the following blogs:

- Along for the Ride
- Curbed LA
- Green LA Girl
- LA Bus Girl
- LA Times Bottleneck Blog
- Metro Rider LA
- The LA Metro Mole

II. STAKEHOLDER ENGAGEMENT

A. Stakeholder Briefings

Preparation for one agency and two public scoping meetings consisted of two phases of outreach that was initiated in June 2007. The first phase of outreach targeted the elected officials who represent the Canoga Avenue Corridor area. Decision-makers and their staff members were introduced to the project and their feedback and involvement was solicited. A total of 6 briefings were held with elected officials representing the corridor.

Date	Elected Officials / Staff
June 13, 2007	Office of Los Angeles County Supervisor Michael Antonovich
June 19, 2007	Office of Los Angeles County Supervisor Zev Yaroslavsky
June 20, 2007	Office of Mayor Antonio Villaraigosa Deputy Mayor
June 20, 2007	Office of Los Angeles City Councilman Greig Smith
June 26, 2007	Office of Los Angeles City Councilman Dennis Zine
June 27, 2007	Division 8 (Chatsworth Facility) Staff, Congressman Brad Sherman Assemblywoman Julia Brownley Senator Alex Padilla Senator George Runner Assemblyman Lloyd Levine

C. Announcements to Neighborhood Councils and Community Organizations

The second phase of the outreach program was conducted in an effort to reach a larger audience of the corridor-area stakeholders. Public scoping meeting announcements and information materials were distributed to 16 key community organizations to encourage participation in the scoping process:

Date	Organization
July 10, 2007	Northridge West Neighborhood Council
July 10, 2007	Winnetka Neighborhood Council
July 11, 2007	Chatsworth Neighborhood Council
July 11, 2007	West Hills Neighborhood Council
July 11, 2007	Woodland Hills-Warner Center Neighborhood Council
July 12, 2007	Valley Alliance of Neighborhood Councils
July 16, 2007	Reseda Neighborhood Council
July 16, 2007	Canoga Park Improvement Association
July 17, 2007	San Fernando Valley Economic Alliance
July 18, 2007	Valley Industry and Commerce Association (VICA) Transportation Committee
July 18, 2007	Kiwanis Club of Woodland Hills
July 18, 2007	Rotary Club of Woodland Hills
July 19, 2007	Canoga Park/West Hills Chamber of Commerce
July 19, 2007	Warner Center Neighborhood Council
July 25, 2007	Canoga Park Neighborhood Council
July 27, 2007	Woodland Hills Chamber of Commerce

IV. SCOPING MEETINGS

A total of three EIR required scoping meetings were held – one for agencies and two for the general public. The two public meetings were held at each end of the Canoga Transportation Corridor: Chatsworth High School at the north-end and NEW Academy of Canoga Park at the south-end. The Agency scoping meeting was held at Metro Headquarters in downtown Los Angeles. The meetings provided public

agencies and the public with an opportunity to learn more about the project, ask the project team questions, and officially provide feedback for the formal public record. The total number of scoping meeting participants was 168.

A. Media Coverage

Metro provided "Metro Briefs" to the following publications during the weeks of July 9 and 16, 2007:

- *Burbank Leader*
- *Daily News*
- *Encino Sun*
- *Glendale News Press*
- *LA Valley BEAT*
- *San Fernando Valley Sun*
- *Sherman Oaks Sun*
- *Studio City Sun*
- *Tolucan Times*
- *Valley News Group*

Information regarding the scoping meetings appeared in the following publications:

- *San Fernando Valley Business Journal* (July 17, 2007 and July 24, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 29 (July 17, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 30 (July 23, 2007)

B. Public Scoping Meeting Format

A government agency scoping meeting was held at Metro headquarters in downtown Los Angeles and two public scoping meetings were held in Chatsworth and Canoga Park. A total of 168 participants attended the meetings. 96 participants attended the public scoping meeting at Chatsworth High School on July 26, 2007. 69 participants attended the public scoping meeting at NEW Academy of Canoga Park on July 30, 2007.

The format for the meetings consisted of an Open House followed by a PowerPoint presentation and public comment period. The open house format provided stakeholders the opportunity to view current project information and provide feedback as well as have direct contact with the project team. The open house format utilizes information stations staffed by project team members and encourages personal

interaction, and allows for the open exchange of information and ideas. Additionally, this format provides the public with immediate responses to issues, concerns and comments, thereby reducing misinformation and rumor.

The open house featured display boards that served to better illustrate the project description, environmental review process, corridor-area map, and the various alternatives under consideration. Technical team members were available to speak directly with scoping meeting attendees and to answer questions.

The open house session was followed by a PowerPoint presentation provided by Metro Project Manager. The presentation was followed by a "formal" public comment session at which time meeting attendees were invited to express their thoughts about the project for inclusion in the scoping section of the Draft EIR. For those individuals not choosing to provide verbal testimony, forms were provided for submitting written formal comments.

Participants were instructed to provide verbal testimony by completing a speaker card. Participants choosing to comment were called in the order their cards were received and were allowed two minutes to complete their formal comment. All verbal comments were captured by a certified court reporter for inclusion in the scoping section of the Draft EIR. In addition to the court reporter, a videographer recorded both public scoping meetings.

Interpreters were available at both scoping meetings to provide simultaneous Spanish speaking translation. Participants wishing to listen to the proceedings in Spanish were provided with audio headsets.

C. Scoping Meeting Information Materials

Upon arrival to the Scoping Meeting, each attendee signed-in and was provided with information materials. The materials included:

- Welcome Sheet – explaining the purpose and format of the scoping meeting
- Metro Project Map – showing study area and alignment alternatives

- Metro Orange Line Pamphlet – providing detailed information on the Metro existing Orange Line route, stations and features
- Alternatives Packet – maps describing each alternative under consideration for the Canoga Transportation Corridor
- Speaker Card – for individuals choosing to provide verbal testimony
- Comment Sheet – for individuals choosing to provide written comments

D. Project Boards

Bilingual (English/Spanish) project display boards were presented at all scoping meetings. In order to convey the project in a simple and straightforward manner, it was important to create a visual display that effectively disseminated key information and at the same time attracted the attention of the casual viewer. The following display boards were created to convey fundamental information about the project:

Project Boards
Welcome *Project Goals* *EIR Contents* *EIR Process Overview* *Types of Bus Service* *Metro Orange Line photos* *Existing Land-Use Map* *Aerial Photos of Project Area (available at Metro Library)* *Corridor Area Map- including a possible extension to the SR-118*
Alternative 1- No Build
Alternative 2- Transportation System Management (TSM)
Alternative 3- Mixed Flow Metro Rapid on Canoga Avenue
Alternative 4- Canoga Avenue Dedicated Lane Metro Rapid
Alternative 5- Canoga Avenue Busway - Metro Orange Line Extension
Alternative 6- Mixed Flow Metro Rapid on De Soto

Alternative 7- De Soto Dedicated Lane Metro Rapid
Alternative 8- Topanga Canyon Mixed Flow Rapid
Alternative 9- Topanga Canyon Dedicated Lane BRT

E. Stakeholder Feedback

Comment Sheets were made available to all Scoping meeting participants permitting those who wished to make written comments to do so in either English or Spanish. Meeting participants had the option of providing a formal comment during the public comment segment of the meeting, or through mailings or e-mailing. The deadline for comment was August 13, 2007.

The following are the questions listed on the Comment Sheet:

We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)
3. Additional Comments

A total of 36 comments were received at the first public scoping meeting held at Chatsworth High School. The subject matter of most issues consisted of support for an alignment on the Metro-owned right-of-way (ROW) and concerns for an on-street extension of the Orange Line further north from the Chatsworth Metrolink Station to State Route (SR)-118.

The following is a summary of comments received:

Those voicing support for Alternative 5 (Canoga Avenue Busway) expressed that it would:

- Enhance the physical surroundings on and along the ROW
- Provide the least impact to the community
- Create dedicated bicycle and pedestrian paths
- Ensure the most cost-effective and logical use of existing land

- Benefit high school students attending nearby educational institutions
- Reduce traffic

Those voicing concern for the proposed extension to SR-118 expressed concern that it would impact:

- Scenic corridor and rocks
- Biking and hiking trails
- Zoning and land use
- Cultural landmarks and existing petroglyphs
- Open space

Instead of the SR-118 extension, several stakeholders suggested the use of an existing park and ride in Porter Ranch.

Other comments submitted included:

- Recommendation for usage of native plants for landscaping
- Support for a bus stop at Parthenia Street
- Need for ridership projections to justify project
- Concerns for property acquisition
- Consideration of disabled residents who use Access Paratransit
- Concerns for the loss of businesses who lease land on the Metro-owned ROW

A total of 29 comments were received at the second public scoping meeting held at the NEW Academy of Canoga Park. Metro has a higher concentration of lease agreements on the southern portion of its ROW and several of those tenants attended this meeting to voice their concerns. For the public comment session, comments were split approximately in half between those voicing opposition or support for the alternative that had the busway on the Metro-owned ROW (referred as Alternative 5 during scoping).

Those voicing support for Alternative 5 (Canoga Avenue Busway) stated that this option would:

- Benefit the entire San Fernando Valley
- Be most cost-effective

- Ensure speed and capacity goals
- Maintain best use of land
- Benefit older residents/non-drivers from nearby Mobile Home Parks
- Keep buses off existing streets
- Increase pedestrian pathways
- Create bicycle pathways

Those voicing concern for Alternative 5 (Canoga Avenue Busway) feared:

- Negative impacts on businesses that would be relocated
- Uncertainty of where businesses would be relocated
- Noise impacts from buses

Other comments included:

- Requests for a soundwall for residents living adjacent to the ROW
- Support for a bus stop at Parthenia Street
- Consider light rail as a possibility for the eventual replacement of the busway
- Operational issues/suggestions, including the need for Metro to better maintain its property
- Concerns regarding the park-and-ride option at SR-118
- New color for the north-south portion of line (in lieu of “Orange”)
- Analyzing the impact two large malls in area will have on the proposed project

Five e-mails from community members indicating support for Alternative 5 were received and four letters of support for Alternative 5 were received from the following organizations:

- United Chambers of Commerce of the San Fernando Valley
- Woodland Hills-Tarzana Chamber of Commerce
- Pierce College
- Transit Coalition

V. CONCLUSION

Comments received from both public scoping meetings generally indicated support for Alternative 5. However, general concerns were expressed pertaining to the impact the project would have to existing businesses along the Metro-owned ROW. There were a number of people who expressed concern pertaining to the possible extension of the project to the SR-118 Freeway impacting parkland, equestrian areas and cultural landmarks.

This report summarizes the outreach activities in support of the Environmental Impact Report for the proposed Canoga Transportation Corridor Project. The entire scoping report with the accompanying appendices, are available through the Project Management Office at (213) 922-7456.

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix B

Alternatives Screening Report

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

Metro

Canoga Transportation Corridor

Alternatives Screening Report

16-J07-1643

Submitted by:

ITERIS® Innovation for better mobility

December 5, 2007

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1.0 INTRODUCTION

The Canoga Transportation Corridor Alternatives Screening Report documents the analysis being undertaken by the Los Angeles County Metropolitan Transportation Authority (Metro) to evaluate alternative alignments for an extension of the existing Metro Orange Line (MOL) between the Canoga MOL Station near Warner Center, in Woodland Hills, and the Chatsworth Metrolink Station in the northwestern San Fernando Valley. The main goal of this extension would be to capitalize on the success of the existing MOL and other transit services to improve mobility for West Valley residents and workers.

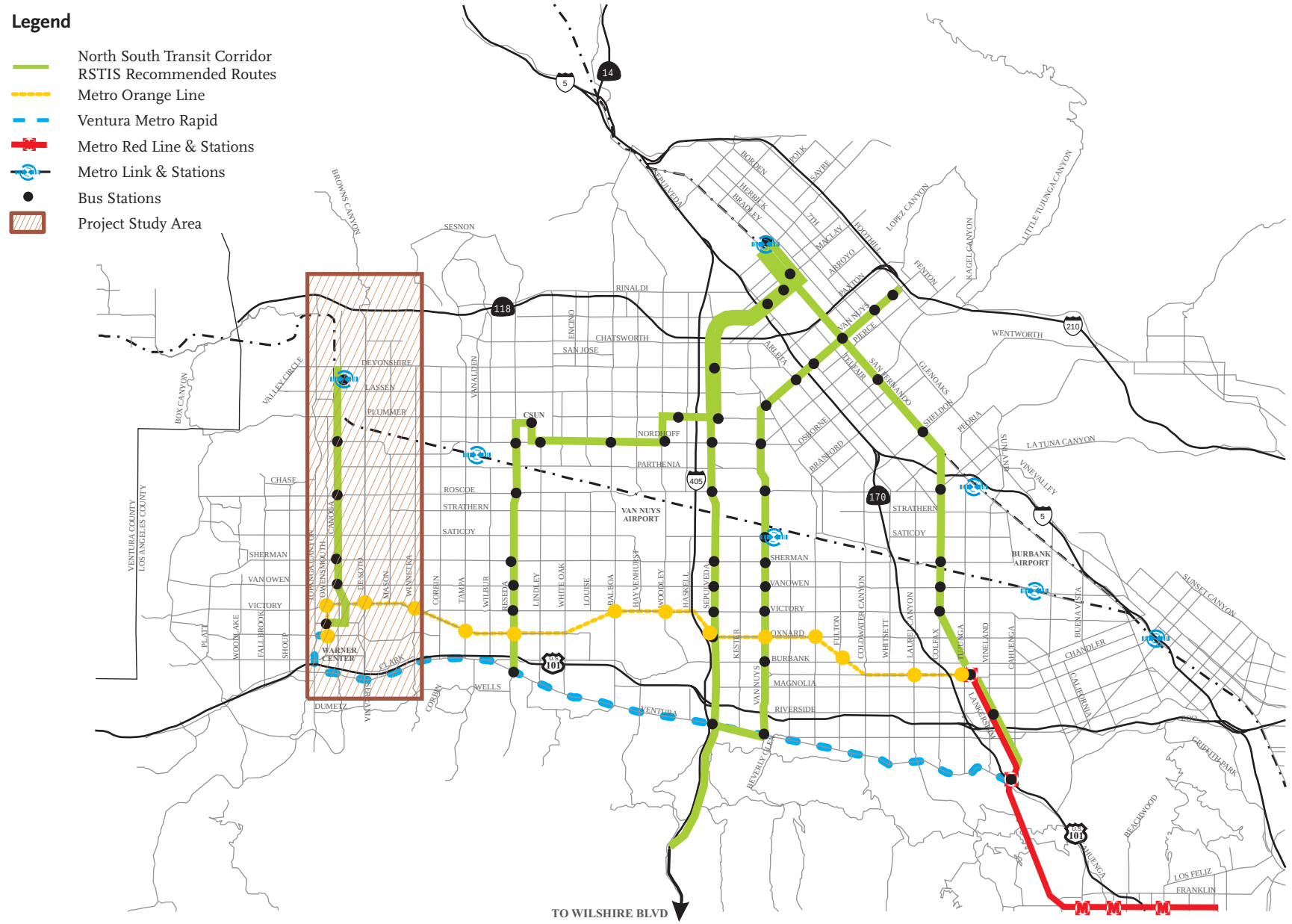
The western San Fernando Valley is served by transit lines provided by Metro, the City of Los Angeles Department of Transportation (LADOT) DASH and Commuter Express, Santa Clarita Transit, the Antelope Valley Transit Authority, and Simi Valley Transit. In addition, the Southern California Regional Rail Authority (SCRRA) operates the Ventura County Line of the Metrolink commuter rail service through Chatsworth with one station in the Study Area. This line shares trackway with Amtrak service between San Francisco and San Diego via Los Angeles Union Station.

1.1 BACKGROUND/HISTORY

1.1.1 Metro San Fernando Valley North-South Transit Corridor Regionally Significant Transportation Investment Study

The San Fernando Valley North-South Transit Corridor Regionally Significant Transportation Investment Study (RSTIS), completed in April, 2003 evaluated north-south transit improvements throughout the San Fernando Valley. It considered transit enhancements on major corridors extending from Vineland in the East Valley to Topanga Canyon Boulevard in the West Valley. The RSTIS, which was approved by the Metro Board, recommended transit improvements on five north-south corridors; (1) Lankershim-San Fernando, (2) Van Nuys, (3) Sepulveda, (4) Reseda, and (5) Canoga. Metro Rapid Bus service has been implemented on the first four corridors and Metro is currently working with LADOT on a separate study to identify additional bus speed enhancements on those four corridors, such as peak period bus lanes, queue jumps at signals and other physical improvements to enhance transit service. This Alternatives Screening Report therefore, focuses only on alternatives in the West Valley which could serve to implement the remaining RSTIS recommendation for improved north-south service in the Canoga Transportation Corridor. In order to assess a reasonable range of alternatives, potential north-south improvements in the Study Area between Topanga Canyon Boulevard on the west and Winnetka Avenue on the east were considered. There are no continuous north-south routes west of Topanga Canyon Boulevard on which service could be provided to meet the project goals and objectives. East of Winnetka Avenue, additional high-capacity north-south transit service would become competitive with the Reseda corridor.

Figure 1-1 illustrates the Study Area in relation to the RSTIS study area. The Study Area generally extends from Ventura Boulevard on the south to the SR-118 Freeway on the north, and from Winnetka Avenue on the east to Topanga Canyon Boulevard on the west. It spans the communities of Warner Center, Canoga Park, Winnetka, and Chatsworth within the City of Los Angeles.



Source: ITERIS

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Metro

Canoga Transportation Corridor Alternatives Screening Report

Figure 1-1
Study Area

G:\USERS\2007\J07-1643 Northern Canoga Extension - Orangeline\gra

1.1.2 San Fernando Valley Transit Restructuring Study

Previous to the RSTIS, Metro had completed the San Fernando Valley Transit Restructuring study (1993-1994) with the basic objectives of (a) responding to the demographic and employment changes that had occurred during the previous decade and their attendant impacts on travel demand; (b) position the SFV transit network to take maximum advantage of upcoming rail improvements including both the Metro Red Line heavy rail and Metrolink commuter rail services; and (c) improve the efficiency and effectiveness of public transit in the San Fernando Valley. The study proposed a number of service improvements including:

- Transition from a grid-based network to a hybrid system with hubs at key locations: new or improved ones at Warner Center, North Hollywood and Universal City Metro Red Line stations, and California State University Northridge (CSUN).
- Maximize effective and efficient linking of north-south with east-west cross-Valley bus lines to reduce passenger transfers.
- Introduce community and neighborhood services as replacements for regional services that provide ineffective short distance travel mobility.
- Streamline and consolidate both Metro and LADOT limited-stop and express services into more effective connectors with the rail system by providing for improved north-south and east-west travel.
- Enhance transit connections to the Metrolink system and activity centers.

Metro and the City of Los Angeles have spent the last fourteen years successfully implementing the majority of the recommendations from this study. Additional work is underway as part of the new Service Sector operation with most of the remaining recommendations, including streamlining limited-stop and express services and the replacement of some standard bus services with small bus community shuttles where appropriate, being implemented in the near term.

1.1.3 Metro Rapid Program

The Metro Board approved the Metro Rapid Demonstration Project in March 1999 based on the findings and recommendations of the Regional Transit Alternatives Analysis (RTAA) that identified opportunities for the deployment of arterial bus rapid transit (BRT) service. One of the two selected demonstration corridors was Ventura Boulevard in the San Fernando Valley. The other was the Wilshire-Whittier corridor, along Wilshire Boulevard from the City of Santa Monica, through downtown Los Angeles extending into East Los Angeles along Whittier Boulevard. Metro Rapid service was implemented in June 2000 together with the Metro Red Line extension to the San Fernando Valley and operated as a continuation of rapid transit service from the Universal City Red Line Station along Ventura Boulevard to Warner Center. The service has been highly successful with overall corridor ridership climbing by nearly 27 percent with over one third of the increase resulting from new transit ridership.

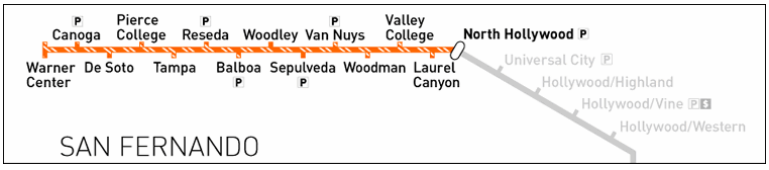
The Metro Rapid service provides limited stops at a spacing of approximately one-mile, enhanced amenities at Metro Rapid stops, and partial transit signal priority at signalized intersections. Buses share mixed flow lanes with vehicular traffic. The demonstration program clearly showed that the arterial BRT service concept could be delivered efficiently and reliably and that there was strong latent demand for this type of transit service. Based on this successful demonstration, the Metro Board approved the expansion of the Metro Rapid program to a total of 25 lines. As of June 2007, Metro Rapid lines have been implemented on Van Nuys Boulevard, Sepulveda Boulevard and Reseda Boulevards within the San Fernando Valley. Figure 1-2 illustrates the extent of the existing Metro Rapid Program.

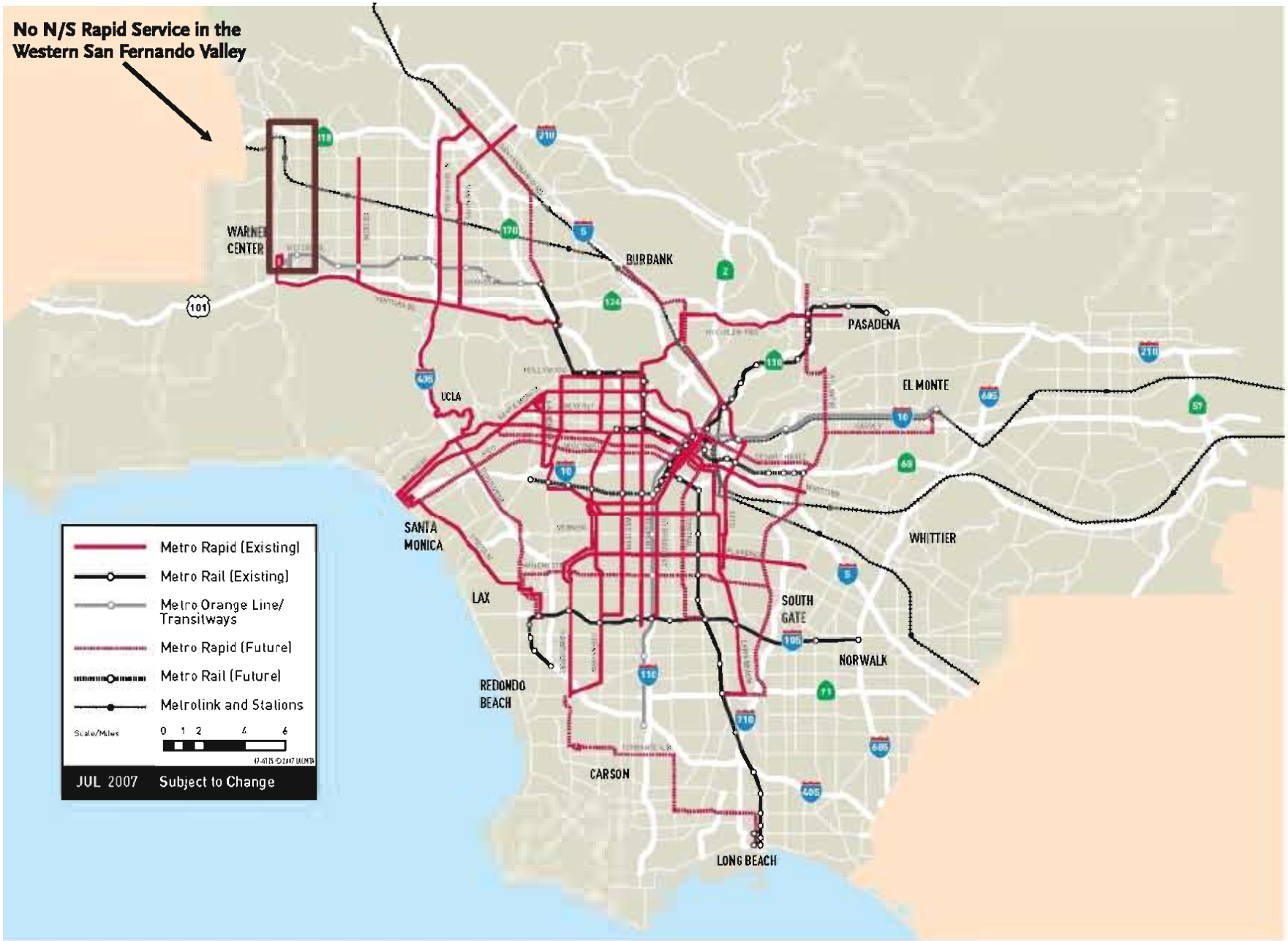
1.1.4 Metro Orange Line (MOL)

The existing MOL was completed in 2006 connecting Warner Center and the North Hollywood Red Line Station within an exclusive right-of-way for most of its operation. It follows the alignment of the Metro-owned former Southern Pacific (Burbank-Chandler) right-of-way providing a second enhanced east-west transit service between the North Hollywood Metro Red Line station and Warner Center. The stations are similar in design to light rail stations, with canopies over the platforms, seating, lighting, bicycle parking, and advance fare collection machines. In the Warner Center area, after stopping at the Canoga Station, which is the last station on the exclusive right-of-way, the MOL buses travel on street to reach the Warner Center Transit Hub on Owensmouth Avenue, the western terminus of the line. The MOL currently has 14 stations with direct access to Valley College, Van Nuys Government Center, the Sepulveda Dam Recreation Area, and Pierce College. Six of the 14 stations have park-and-ride lots. The MOL also includes eight miles of bike and pedestrian paths and extensive landscaping.

The Canoga Station opened in early 2007, providing a park-and-ride lot in the Warner Center area. The MOL has been a tremendous success and is currently carrying 25,000 riders per day, exceeding the forecasts for ridership in 2020. The success of the Metro Orange Line has led to the desire to determine how this service could be expanded to serve other parts of the San Fernando Valley. Metro decided to continue studying potential expansion of the MOL service and other transportation alternatives that would improve north-south transit service in the western San Fernando Valley, with the intent of identifying a set of alternatives that could be carried into the environmental review phase.

Metro Orange Line Route and Stations





Source: Metro

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Figure 1-2
Metro Rapid Program

2.0 PURPOSE AND NEED

2.1 SETTING

The need for a regional transportation improvement is driven by a number of factors. These include relieving congestion, providing transportation options to persons without auto mobility, enhancing the connectivity of transportation facilities, better serving pedestrian-oriented land uses and activity centers, increasing the efficiency of transit services, and making transit service more accessible and environmentally beneficial. This section identifies the existing and planned improvements to the transportation conditions in the Study Area and documents those improvements to north-south travel and regional transit connectivity that are needed to meet travel demands.

2.2 REGIONAL CONTEXT

The Southern California Region is home to 18 million people. Each City or community in Southern California is inexorably linked to the rest of the region by economic ties (i.e. employment). According to Metro's 2004 Congestion Management Plan, over 45% percent of the San Fernando Valley's home-to-work trips are made to destinations outside of the San Fernando Valley. Therefore, transit connections to regional transit facilities are important in supplying the demand for regional travel in the Study Area, as well as in the San Fernando Valley.

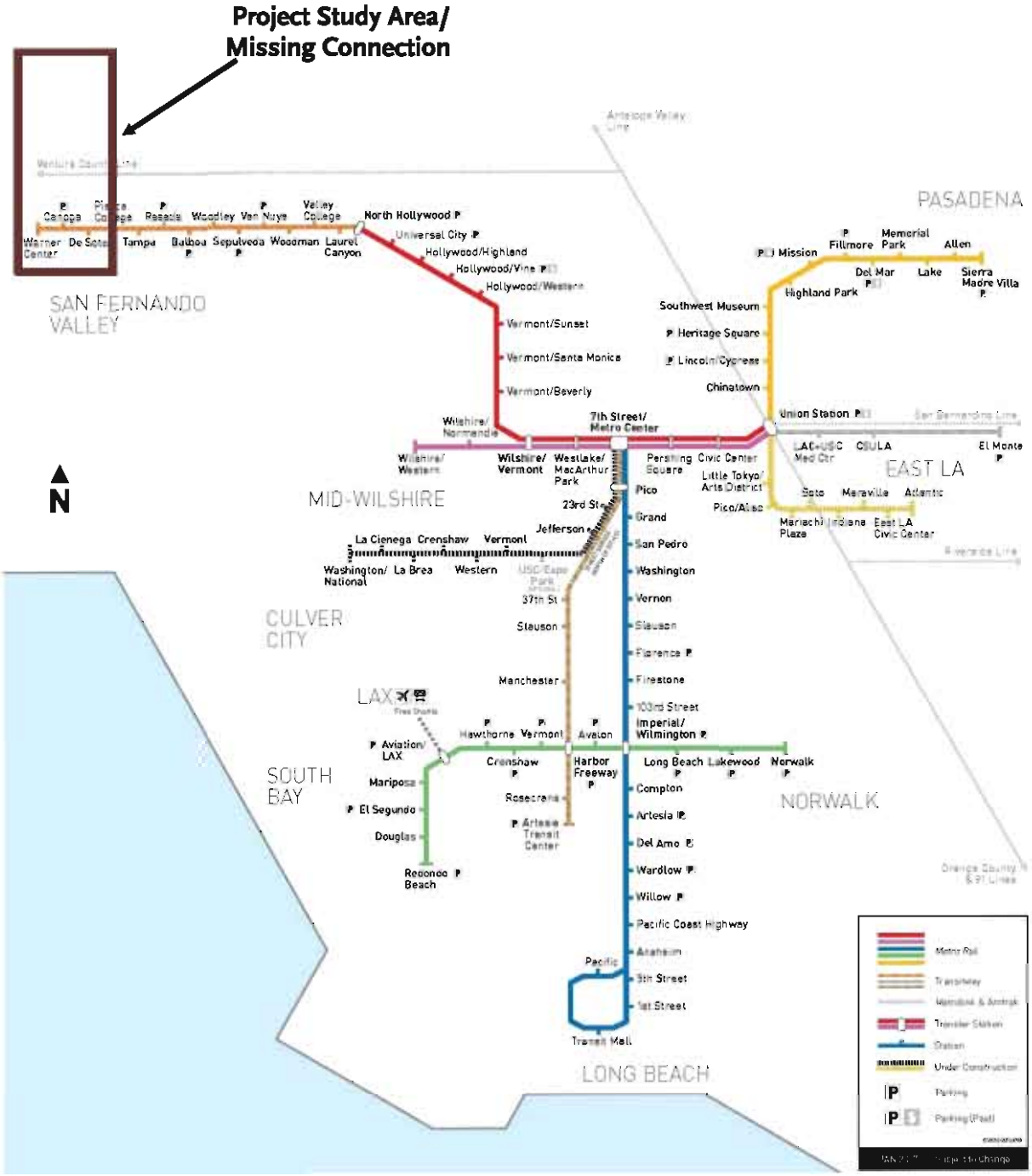
2.2.1 Regional Transit Network

In the Study Area, Metro Local Bus service provides connections to regional transportation services, which extend between counties, including the inter-county commuter rail network, Metrolink, operated by the Southern California Regional Rail Authority (SCRRA) and Amtrak service, which operates daily trains between San Diego and northern California, with more frequent service between San Diego and Santa Barbara. Amtrak and the Ventura County line of Metrolink share a station in Chatsworth. Figure 2-1 illustrates the existing and planned Metro Rail and Transitway network in relation to the regional rail network. As seen in Figure 2-1, there are no high-capacity transit service connections to Metrolink in the Study Area. Figure 1-2 in the previous section illustrates the existing Metro Rapid program and the lack of high-capacity transit service in the western San Fernando Valley.

2.2.2 Regional Transportation Planning Efforts

2.2.2.1 2001 Metro Long-Range Transportation Plan (LRTP)

The *2001 LRTP for Los Angeles County,* prepared by Metro, evaluates the long-term transportation needs of the County over the next twenty-five years. It includes recommendations for a Baseline Plan that includes projects already approved by the Metro Board, a Constrained Plan that includes projects that can be funded with funds available by allocation over the next twenty-five years, and a Strategic Plan that includes high priority projects that would be funded if more revenue became available. A high-capacity north-south transit service in the western San Fernando Valley is included in the Constrained Plan without the identification of a specific route. The Constrained Plan also includes an expansion of the Metro Rapid network, with the Strategic Plan including 22 new routes. None of the new Metro Rapid routes identified in the plan would traverse the western San Fernando Valley in a north-south alignment.



Source: Metro

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Figure 2-1
Regional Transit Network

G:\GIS\Projects\[redacted]

2.2.2.2 Regional Transportation Plan (RTP)

DESTINATION 2030 is the 2004 Regional Transportation Plan (RTP) for the six-county Region in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. The Regional Transportation Plan (RTP) focuses on improving the balance between land use and the current as well as future transportation systems. The Southern California Association of Governments (SCAG) is required to develop, maintain and update the RTP on a three year cycle. The next update is expected to be approved this year (2007). On its TIER 2 project programming category, this plan includes a transitway investment along a north-south corridor in the western San Fernando Valley.

2.3 DEMOGRAPHICS

2.3.1 Population and Employment Growth Trends

Los Angeles County is the most populous county in California. The County is estimated to have had approximately 9.5 million residents in 2000, and is anticipated to have approximately 12.2 million residents in 2030. This represents a growth of over 28 percent over 30 years. The City of Los Angeles is the second most populous city in the United States, and the most populous in the State of California. Los Angeles was home to approximately 3.7 million people in the year 2000, according to the 2000 Census, and is predicted to grow to over 4.3 million people by the year 2030, representing 16 percent growth in that 30 year time frame.

The San Fernando Valley was originally developed as an agricultural area. It became a suburb of Los Angeles as an affordable living option for workers commuting into downtown Los Angeles and elsewhere in the County. In the 1980's, major employment centers located in the Valley, however, many residents continued to commute to their jobs while residents from other areas began commuting into the Valley. This resulted in a very large population and rapid job growth with a heavy pattern of commuting throughout the area.

Table 2-1 shows that in the year 2001, 1,393,082 people lived in the San Fernando Valley. By 2030, this area is predicted to have a population of 1,582,476 people, an increase of almost 190,000 people or approximately 14 percent.

Employment in the San Fernando Valley is also expected to grow steadily as well (see Table 2-1). In 2001, there were 573,002 jobs in the Valley. By the year 2030, the numbers of jobs in the Valley is expected to have grown to 723,501, a 26 percent increase.

In summary, the San Fernando Valley (including the Study Area), is expected to continue to grow throughout the next 23 years to 2030, with growth in the Study Area slightly lower than that for the San Fernando Valley as a whole.

The potential North-South transit corridor under consideration is in close proximity to employment concentrations located in Chatsworth, Canoga Park and Warner Center, as well as some more densely populated communities, including reasonable densities of transit dependent population.

Table 2-1 Population and Employment Trends

Area	2000/2001	2030	Percent Growth 2000 – 2030
Population			
Study Area	166,476	193,906	16%
San Fernando Valley	1,393,082	1,582,476	14%
City of Los Angeles	3,711,969	4,309,625	16%
County of Los Angeles	9,5 million	12,2 million	28%
Southern California Region	16.6 million	22.9 million	38%
Employment			
Study Area	140,533	174,533	24%
San Fernando Valley	573,002	723,501	26%
City of Los Angeles	1,276,578	1,637,475	28%
County of Los Angeles	4,5 million	5,6 million	27%
Southern California Region	7.5 million	10.2 million	36%

Source: SCAG RTP Model/Metro 2008 LRTP

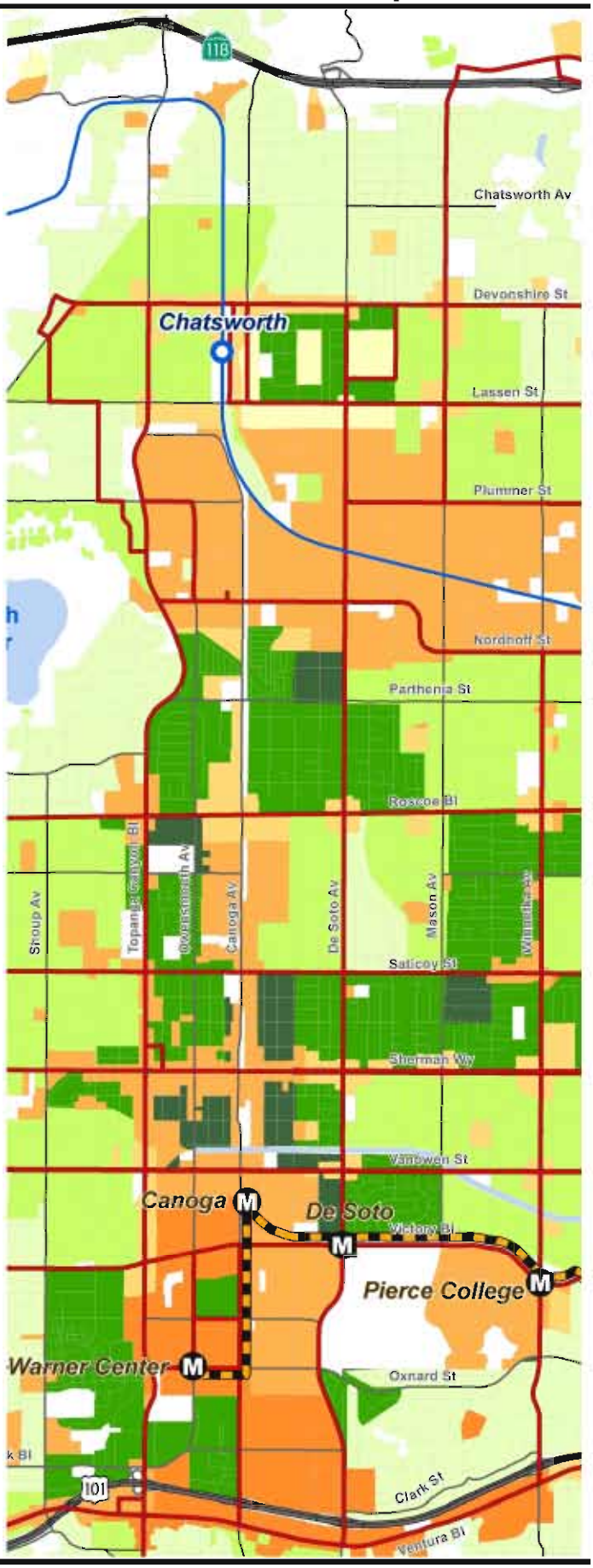
Figure 2-2 and Figure 2-3 illustrate additional socioeconomic data that provide indicators of potential transit ridership. Figure 2-2 shows population and employment density by census tracts, attributed to the residential and commercial land use parcels. The darker green and orange colors indicate higher concentrations of population and employment respectively.

The highest population densities are concentrated around (though not necessarily adjacent to) the Canoga Avenue corridor in Canoga Park and the southern end of Chatsworth, as well as just east of the Chatsworth Transportation Center.

The most transit dependant population for the western San Fernando Valley, as shown in Figure 2-4, is in the area on both sides (though most densely on the east) of the Canoga Transportation Corridor through Canoga Park and southern Chatsworth, as well as just east of the Chatsworth Transportation Center. This group consists of those under 15, over 64 and adults with incomes under the poverty line. While there are good densities of transit dependents within reasonable proximity of the corridor (< 1 mile), little of this population is directly adjacent to the corridor (< 0.25 mile walk).

The highest employment densities are in the Warner Center area through to Ventura Boulevard and the mid-section of Chatsworth between Nordhoff and Lassen Streets. In addition, a narrow band of employment surrounds the Canoga Avenue corridor through Canoga Park. The highest concentration of employment around the Canoga corridor suggests demand may exist from other parts of the San Fernando Valley, eastern Ventura County and even Santa Clarita and the Antelope Valley to access employment located in this corridor.

Figure 2-3 illustrates census data regarding high transit usage for the western San Fernando Valley. There are areas of high transit usage in particular just east of the Canoga Avenue corridor (to De Soto) through Canoga Park, and to a lesser extent in the area of southern Chatsworth (Roscoe to Nordhoff Street, Topanga Canyon Boulevard to De Soto Avenue) surrounding the corridor. Enhanced transit in this corridor is well placed to improve transit mode share in areas already with a higher level of dependence, especially given the lack of transit on the Canoga alignment to date.



Legend

- Metro Bus System
- Freeway
- Major Street

Metro Orange Line

- Line
- Station

Metrolink

- Metrolink Line
- Metrolink Station

Population Density
Persons per Residential Acre

- Greater than 50
- 20 - 50
- 10 - 20
- Less than 10

Employment Density
Jobs per Commercial Acre

- Greater than 50
- 20 - 50
- 10 - 20
- Less than 10

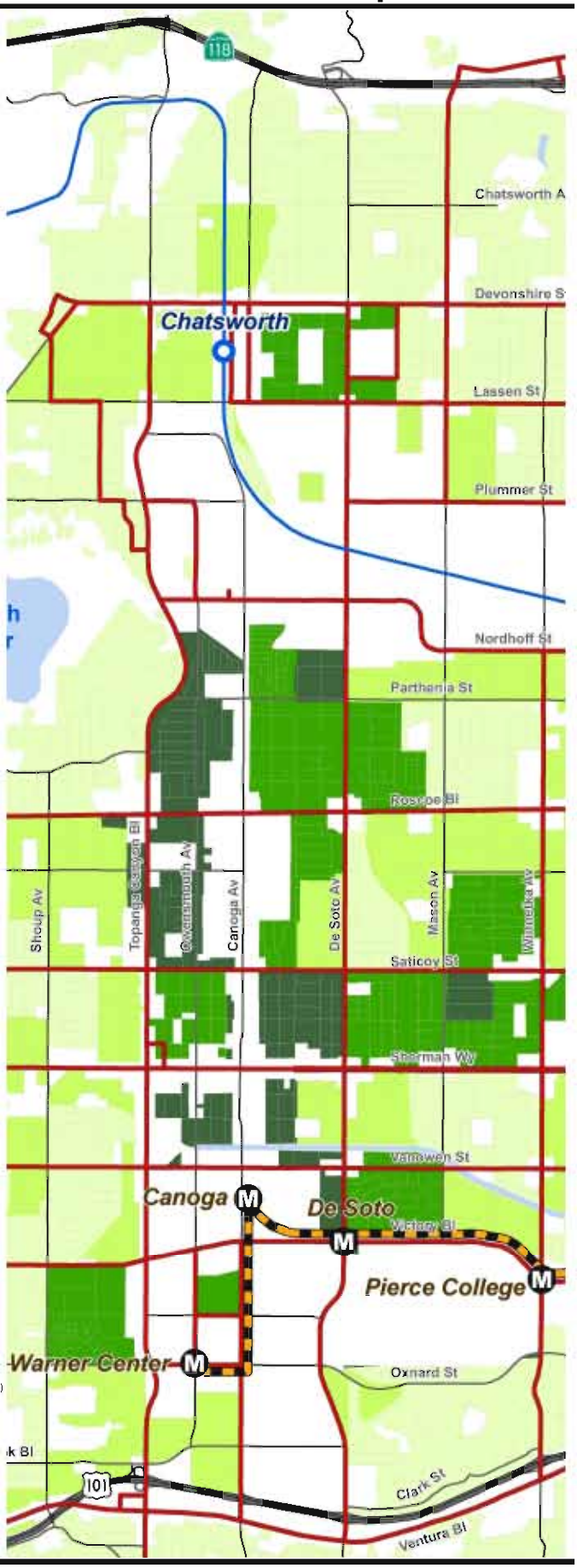
Non-Residential/Non-Commercial Land Use

Source: **TMD**

Figure 2-2
Population and Employment Density

Source: TMD

Figure 2-3
Areas of High Transit Usage



Legend

- Metro Bus System
- Freeway
- Major Street

Metro Orange Line Transit Dependent Population Density
(Persons Under Age 15 + Over Age 64 + Adult Poverty Population / Total Acreage)

- Line
- Station

Metrolink

- Metrolink Line
- Metrolink Station

- 15 or More
- 10 - 15
- 5 - 10
- Less than 5
- Non-Residential Land Use

Source: TMD

Figure 2-4
Transit Dependent Population

2.4 ACTIVITY CENTERS

Major activity centers are potential good attractors of transit services due to their employment density, relatively high traffic congestion, cost of parking and occasional pedestrian amenities. One of the purposes of the Canoga Transportation Corridor will be to provide enhanced regional connecting service to as many of these activity centers as possible. Figure 2-5 illustrates the location of activity centers within the corridor, and the following is a list of different types of major activity centers in the corridor Study Area:

Medical Facilities

- Kaiser Foundation Hospital, Woodland Hills

Colleges & Universities

- Pierce College

Regional Shopping Centers

- Westfield Shoppingtown Topanga Plaza
- Westfield Promenade Mall

Major Employment Centers

- Warner Center
- Chatsworth Industrial Center

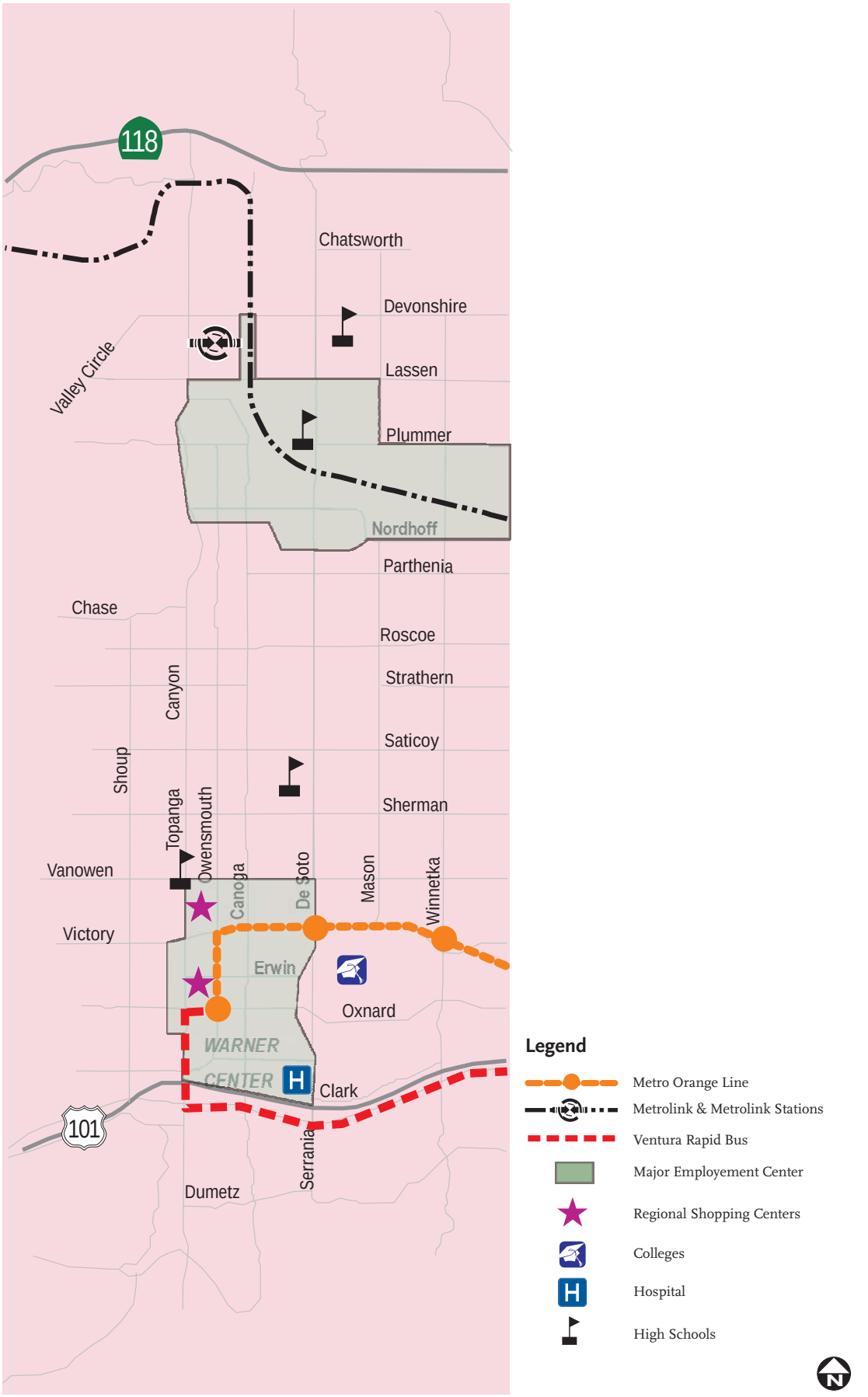
Major Transit Hubs

- Warner Center Transit Hub
- Chatsworth Metrolink Station

Warner Center

The Kaiser Foundation Hospital is a large medical center located in or near the north-south corridor in Woodland Hills adjacent to De Soto Avenue and Burbank Boulevard. Medical centers represent concentrations of employment, but they also represent locations where many visitor trips are made with many made via transit.

One junior college, Los Angeles Pierce College, is located adjacent to Warner Center near the De Soto and Winnetka Metro Orange Line stations. Four high schools, Canoga Park, Chatsworth, New Academy, and William Tell Aggeler Opportunity are also located within the corridor Study Area. Two large shopping centers are located within the Study Area as well. They include Westfield Promenade in Woodland Hills, and Westfield Shoppingtown Topanga in Canoga Park. A proposal for a new mixed-use development linking these two shopping centers is currently under going environmental review.



Source: ITERIS

Figure 2-5
Activity Centers

G:\USERS\2007\J07-1643 Northern Canoga Extension - Orangeline\gra

2.5 LAND USE PLANNING AND POLICIES

This section includes relevant goals, objectives, and policies from land use planning documents applicable to the project area. The planning documents that apply to the Canoga Transportation Corridor include the following:

- SCAG Regional Comprehensive Plan and Guide
- SCAG Regional Transportation Plan
- Compass Blueprint 2% Strategy
- 2001 Long Range Transportation Plan for Los Angeles County
- Metro Bicycle Transportation Strategic Plan - 2006
- Los Angeles General Plan Framework
- General Plan Transportation Element
    - Land use/ Transportation Policy
    - Street and Bicycle Plans
- Community Plans
    - Canoga Park- Winnetka – Woodland Hills – West Hills Community Plan
    - Chatsworth-Porter Ranch Community Plan
- Specific Plan
    - Warner Center
    - Devonshire/Topanga Corridor
- Other Plans/ Guidelines
    - Community Design Overlay District
    - Streetscape Plan
- Los Angeles Municipal Zoning Code
- Los Angeles River Revitalization Master Plan

2.5.1 Regional Plans

2.5.1.1 SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is designated by the federal government as the region's Metropolitan Planning Organization (MPO). SCAG's Regional Comprehensive Plan and Guide (RCPG) provides a 20 year framework for local and regional development. The Plan suggests that the region's transportation and planning agencies in cooperation and coordination with local jurisdictions should promote policies and strategies that further integrate land use and transportation.

2.5.1.2 SCAG Regional Transportation Plan (RTP)

The SCAG Regional Transportation Plan (RTP), adopted in April 2004 focuses on improving the balance between land use and the transportation network. The 2004 RTP recommends strategic investment in transit projects that include the expansion of bus rapid transit (BRT) services, like the Metro Orange Line, throughout the region.

2.5.1.3 Compass Blueprint 2% Strategy

The Compass Blueprint 2% Strategy is a guideline to implement the Growth Vision for Southern California. It recommends "modest changes to current land uses and transportation trends on only 2% of the land area of the region – the 2% Strategy Opportunity Areas." The goals of the Growth Vision are mobility, livability, prosperity, and sustainability. To achieve these goals on the ground, the Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

The identified 2% Opportunity Areas are key areas in the region for targeting growth where projects, plans, and policies are consistent with Compass Blueprint principles. The Canoga Transportation Corridor area has been designated as part of the 2% Opportunity Area. Figure 2-6 illustrates SCAG-designated 2% Opportunity Strategy areas.

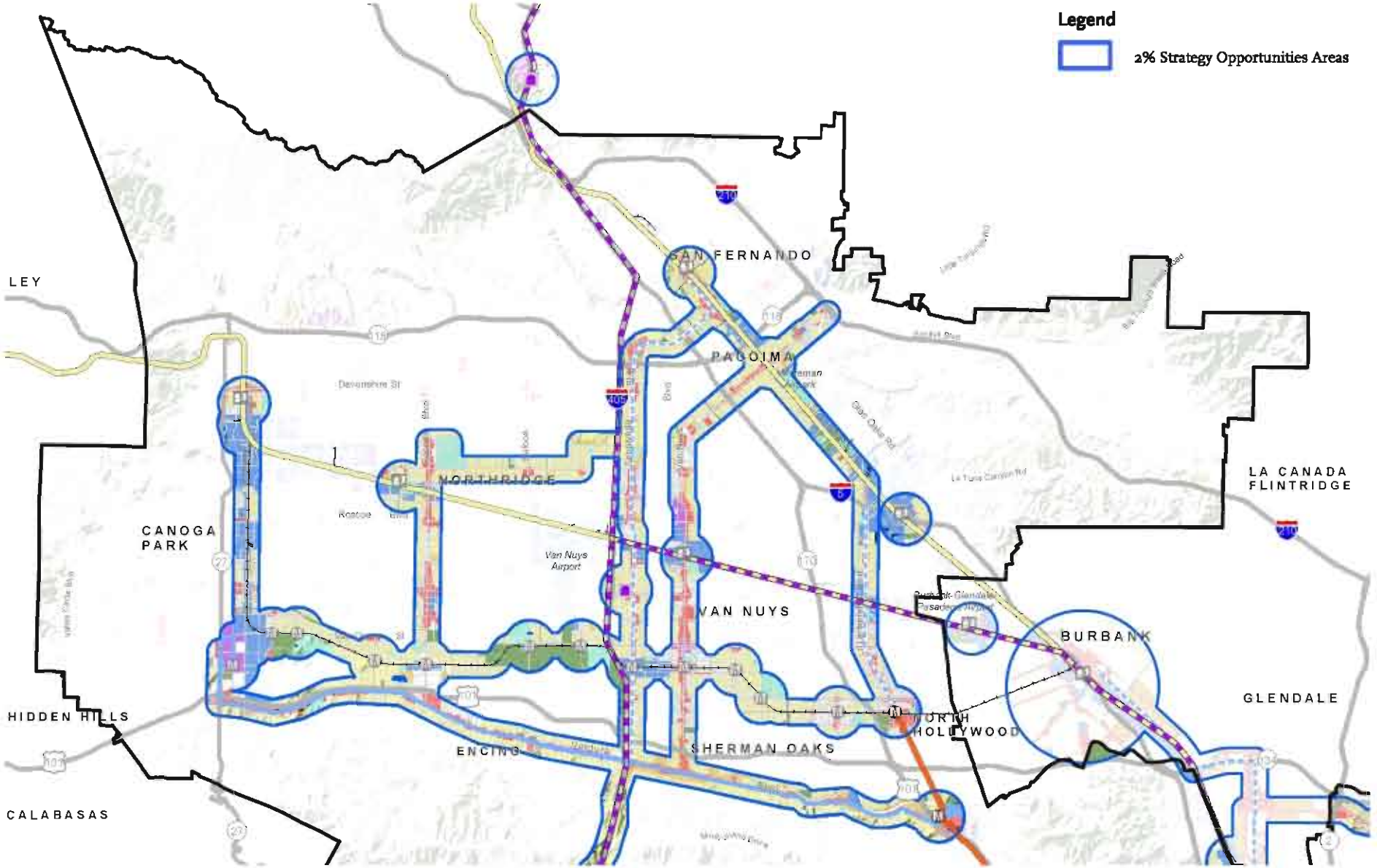
2.5.2 County of Los Angeles Plans

2.5.2.1 2001 Long Range Transportation Plan for Los Angeles County

The Los Angeles County Metropolitan Transportation Authority (Metro) is the Regional Transportation Planning Agency (RTPA) in Los Angeles County. Metro is responsible for planning and programming transportation in Los Angeles County, in accordance with Government Code Section 130051. The Long Range Transportation Plan (LRTP) provides the blueprint for future transportation improvements in Los Angeles County and is currently being updated. The 2001 plan placed a heavy emphasis on the development of the Rapid Bus program. It included the Metro Orange Line as one of the funded transit corridor projects in the early years of the plan, with a projected opening in 2004. The 2001 LRTP also made note of a $100 million Traffic Congestion Relief Program (TCRP) grant for construction of a bus transit project in the San Fernando North/South Corridor, acknowledging the need for north-south transit improvements to connect to the Metro Orange Line and the Ventura Boulevard Rapid Bus.

2.5.2.2 Metro Bicycle Transportation Strategic Plan - 2006

In June 2006, Metro adopted the Metro Bicycle Strategic Plan to replace the earlier 1996 sub-regional bicycle master plans in Los Angeles County. Metro's 2006 regional plan shifted the focus from arterial bikeways to a strategy using bicycles with transit to fully utilize and enhance the regional transit system. The Northern Extension of the Metro Orange Line was not included in the Strategic Plan, but the plan did propose consideration of bike-transit hubs at stations along the Metro Orange Line and at Metrolink stations, including the Chatsworth Metrolink Station. If the Northern Extension of the Metro Orange Line had been an approved project at the time of the development of the Strategic Plan, it is likely that the stations along the extension would have been listed as candidate sites for bike-transit hubs.



Source: SCAG

NOT TO SCALE

Figure 2-6
2% Strategy Opportunity Areas

Bike-transit hubs are on-street or off-street transit stops or transit centers with one or more municipal transit operators and travel modes, and high volumes of transit riders. They may include some or all of the following features:

- May include a combination of on- and off-street customer service and bus service/layover facilities; may include some operational support facilities
- Accessed by full range of modes; rail and bus transfer, auto, drop off, walking and bicycle
- May include shared or transit-only park- and-ride facilities
- May be located adjacent to transit-oriented retail and/or mixed use development; may be integrated with on-site development
- Customer services and amenities may include:
    - Service identity
    - Customer Protection (canopy, shelter or building element)
    - Service maps/timetables
    - Neighborhood area map/information
    - Ticket vending machines
    - Lighting, seating and phones
    - Bicycle racks/lockers
    - Sidewalk/intersection paving improvements (for improved pedestrian and ADA access and safety)
    - Communication systems (such as VMS) to provide real-time travel, service problem, and delay information
    - Closed-circuit television cameras and security speaker telephones
    - Landscaping
    - Public art

Most of this menu of potential bike-transit hub features will be provided at stations along the Canoga Transportation Corridor. As the station locations are designed, the features that would enhance the stations and help make them bike-transit hubs will be reviewed for inclusion in each station area plan.

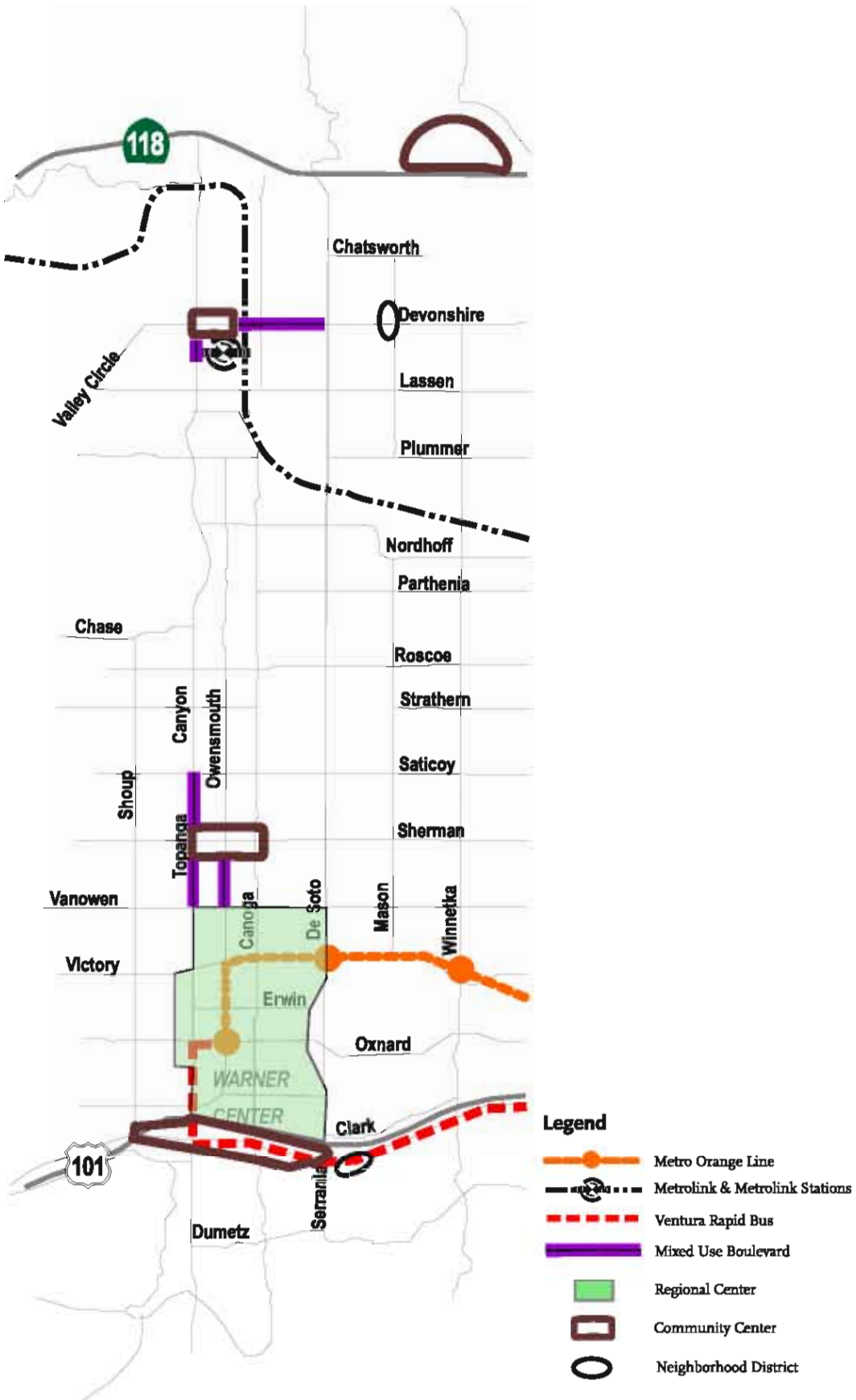
2.5.3 City of Los Angeles Plans

2.5.3.1 General Plan Framework

The Los Angeles General Plan Framework (adopted in December 1996 and re-adopted in 2001) is a special purpose element of the General Plan that establishes a vision for the future of the City by establishing development policy at a citywide level and within a citywide context.

The Framework's land use policies encourage the retention of stable neighborhoods and provide incentives for growth in commercial and mixed-use centers, along major boulevards, industrial districts, and in close proximity to transit stations. The Framework designates categories of activity centers according to the level of intensity, height, and type of use. The highest development intensities are targeted generally within one-quarter mile of transit stations. One of the goals of the Framework is that "transit stations function as a primary focal point of the City's development."

Figure 2-7 illustrates the location of districts, centers and mixed-use boulevards identified in the General Plan Framework.



Source: City of Los Angeles - General Plan Framework

Figure 2-7
Designated Districts, Centers and Mixed Used Boulevards in the City of Los Angeles

2.5.3.2 General Plan Transportation Element

The Transportation Element of the City's General Plan (adopted by the City Council on September 8, 1999) establishes goals, policies, and objectives to further the development of an efficient citywide transportation system. Street classifications and roadway design standards are described and illustrated in the Transportation Element. The Element's policies seek to promote the development of a transportation network that promotes alternative modes of transportation, including transit, pedestrian, and bicycle accommodation. The Transportation Element establishes the following policies applicable to the Canoga Transportation Corridor:

- Promote the expansion of express and local bus service in priority corridors not served by the funded rail systems to provide alternatives to auto travel, increase transit ridership, and encourage the development of future rail service along specific corridors.
- Identify and develop transit priority streets that serve regional centers, major economic activity areas, and rail stations to enhance the speed, quality, and reliability of transit service.
- Promote the development of station locations that maximize service to activity centers and permit the concentration of development around stations.
- Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.
- Enhance pedestrian circulation in and around neighborhood districts, community centers, regional centers, transit portals/loading zones, and commercial development through facilities orientation and design.

Land Use/Transportation Policy

The Land Use Transportation Policy, prepared by the City of Los Angeles and the Los Angeles Metropolitan Transportation Authority (Metro) and adopted by the City Council in November 1993, contains policies to integrate land use and transportation. It is "a long-term strategy for integrating land use, housing, transportation, and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system." Among the objectives of the Land Use Transportation Policy are to:

- Focus future growth of the City around transit stations
- Increase land use intensity in transit station areas, where appropriate.
- Accommodate mixed-use commercial/residential development
- Reduce reliance on the automobile
- Protect and preserve existing single family neighborhoods

Street Plan

The Transportation Element differentiates between corridors by their relative priority for transit provision in the City. Designations of the alignments relative to transit services within the Study Area include:

- Transit Priority Arterial Streets
  - Topanga Canyon Boulevard between Ventura Boulevard and Devonshire Street
  - Victory Boulevard between Topanga Canyon Boulevard and Lankershim Boulevard

- Future Transit Priority Arterial Streets
  - Devonshire Street between Topanga Canyon Boulevard and Van Nuys Boulevard
  - Roscoe Boulevard between Topanga Canyon Boulevard and Glenoaks Boulevard

Bicycle Plan

The City's Bicycle Plan, a portion of the Transportation Element, designates the following bikeways within the Study Area:

- Class II Bikeway
  - Topanga Canyon Boulevard between Santa Susana Pass Road and Mulholland Drive
  - Winnetka Avenue between Devonshire Street and Ventura Boulevard
  - Devonshire Street between Topanga Canyon Boulevard and Woodman Avenue

- Commuter Bikeway
  - De Soto Avenue between Rinaldi Street and Victory Boulevard
  - Roscoe Boulevard between Topanga Canyon Boulevard and Balboa Boulevard

The City of Los Angeles Bicycle Plan is currently being updated. A Class I bicycle path was implemented as part of the Metro Orange Line extending across the San Fernando Valley from North Hollywood to Warner Center. This facility is maintained by LADOT and will be added to the Bicycle Plan as part of this update. The plan will seek to identify connections to the bikeway along the Metro Orange Line. Figure 2-8 illustrates the current City of Los Angeles Bicycle Master Plan.

2.5.4 City of Los Angeles Community Plans

For land use planning purposes, the City of Los Angeles is divided into 35 community planning areas. The Canoga Transportation Corridor lies within two Community Plan areas in the City of Los Angeles:

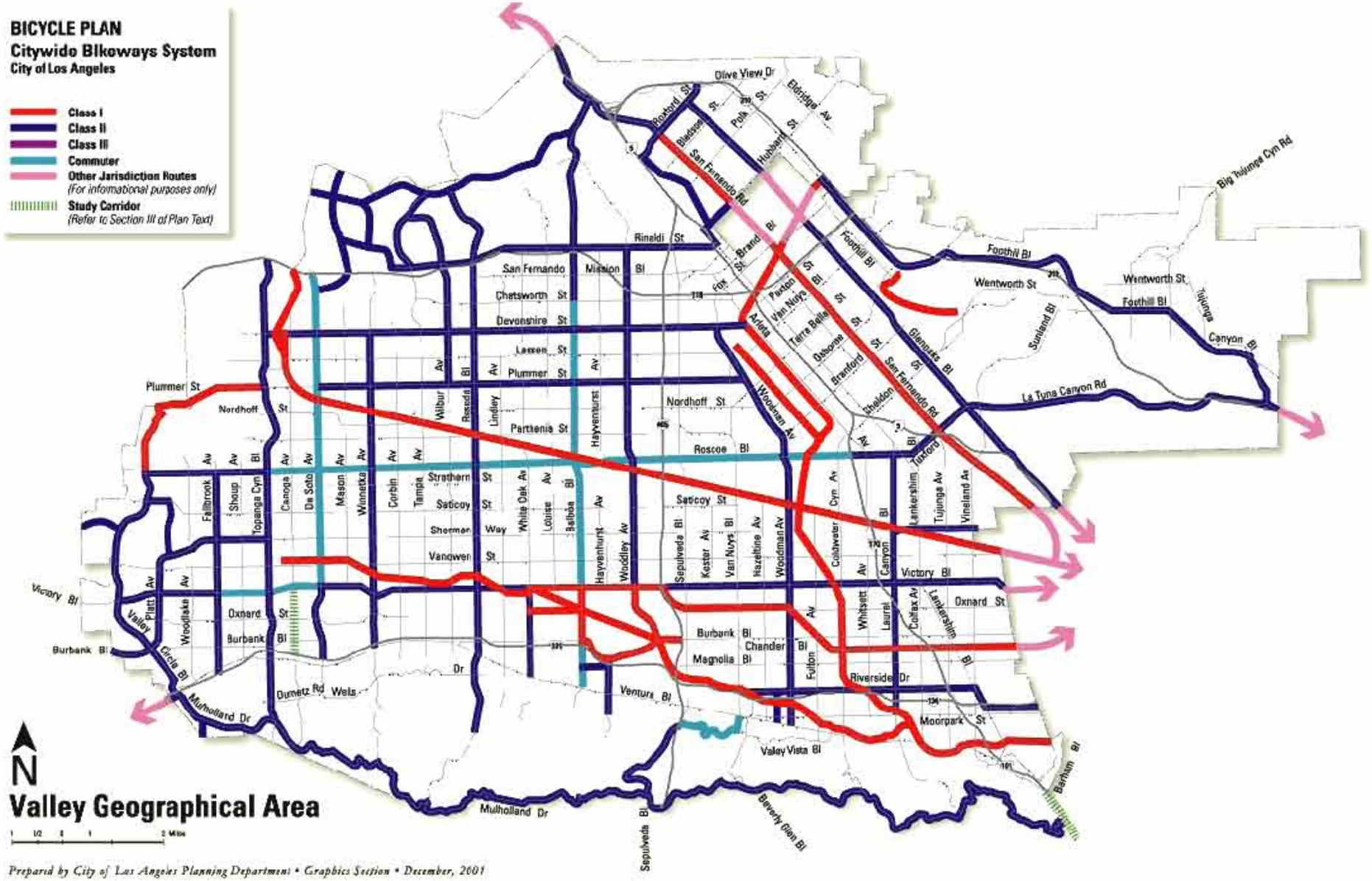
- Chatsworth-Porter Ranch
- Canoga Park-Winnetka-Woodland Hills-West Hills

These Community Plans contain numerous land use and transportation policies that are mixed-use and transit-supportive. The Community Plans for the corridor propose specific circulation improvements including a series of bus and Metrolink improvements and the creation of a community transit center. Figure 2-9 illustrates the General Plan land use designations for the Canoga Transportation Corridor. Figure 2-10 illustrates the location of all Community Planning Areas in the City of Los Angeles.

2.5.4.1 Chatsworth-Porter Ranch Community Planning Area

The Chatsworth–Porter Ranch Community Plan (adopted September 1993, map revised June 2000) addresses the general land use guidelines that affect the project area and the surrounding Chatsworth and Porter Ranch communities.

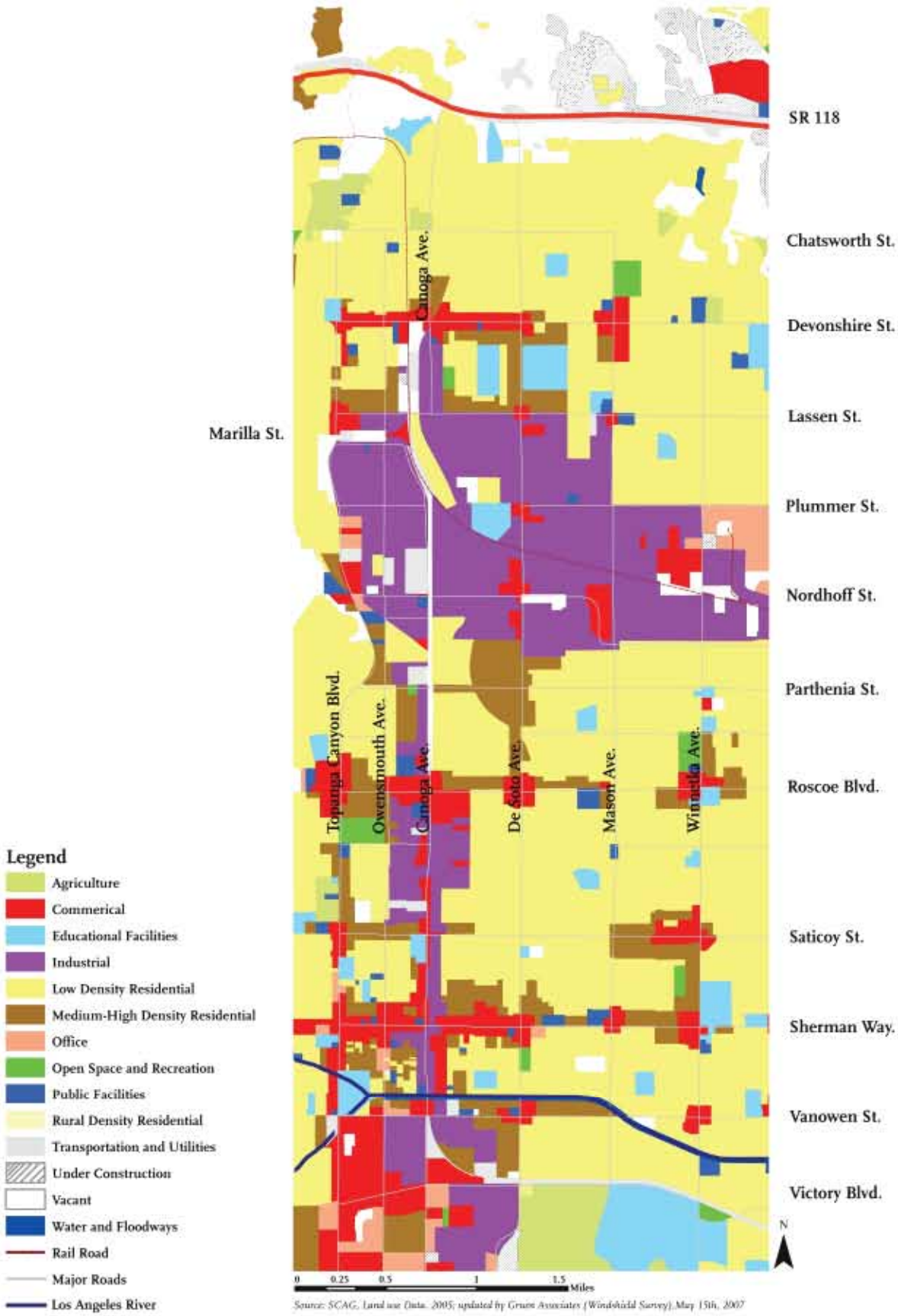
The Chatsworth–Porter Ranch Community Plan encompasses the Metro ROW along Canoga Avenue north of Roscoe Boulevard. The Community Plan recognizes this ROW for transit purposes by:



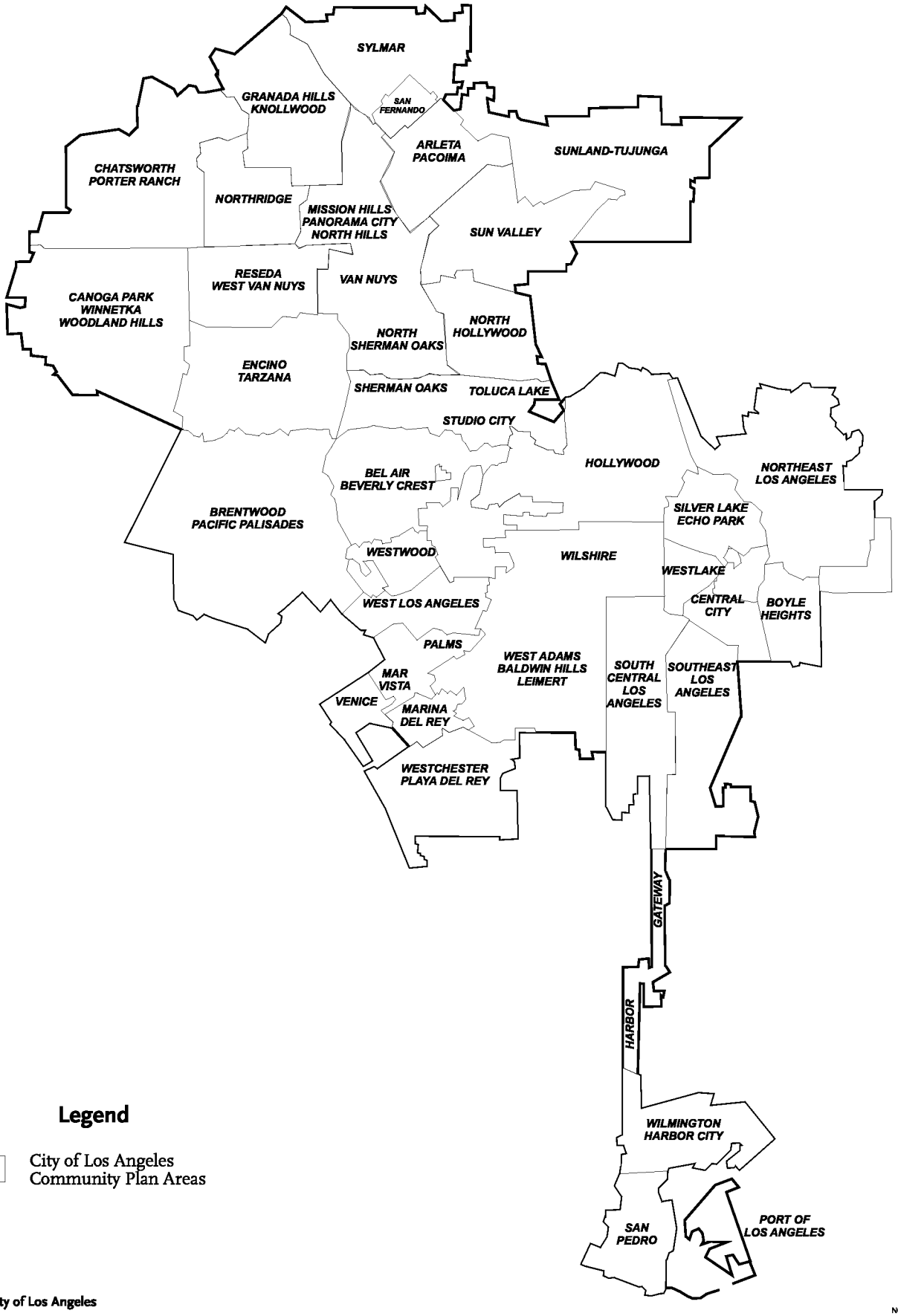
Source: City of Los Angeles - General Plan Framework

NOT TO SCALE

Figure 2-8
City of Los Angeles Bicycle Plan (San Fernando Valley)



Source: Gruen Associates



Source: City of Los Angeles

Figure 2-10
Community Plan Areas in Los Angeles

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- Identifying the right-of-way for transit purposes
- Identifying community transit centers that include the commuter train station, mixed use commercial, day care center, and secured parking, including a park-and-ride
- Encouraging a program in which the City and the owners(s) of the railroad right-of-way collaborate in order to establish the uses of the right-of-way for transit facilities, transit links between major centers and open spaces
- Encouraging new legislation amending the Municipal Code to result in discretionary review of any change in use that occurs on established transit right-of-way
- Encouraging the landscaping of the right-of-way to provide aesthetic and noise buffers to protect adjacent residential uses

2.5.4.2 Canoga Park –Winnetka- Woodland Hills – West Hills Community Planning Area

The Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan (adopted in 1993 and updated in 1999) encompasses the Metro right-of-way (ROW) along Canoga Avenue between Roscoe Boulevard to Victory Boulevard. The Plan recognizes the Metro right-of-way as an important development opportunity for a variety of public transportation improvements, including light rail or busways, recreational bike/walking/equestrian trails, or opportunities for industrial development where it exists contiguous to existing industrial area.

2.5.5 City of Los Angeles Specific Plans

2.5.5.1 Warner Center Specific Plan

The Warner Center Specific Plan was approved in October, 2002 and is currently being updated. The Specific Plan area is bounded by Vanowen Street on the north, the Ventura (US-101) Freeway on the south, De Soto Avenue on the east, and just west of Topanga Canyon Boulevard. Warner Center is planned for a mix of retail, office, light industrial, and multi-family residential land uses. The Specific Plan provides for phased development within Warner Center with complementing transit improvements.

2.5.5.2 Devonshire/Topanga Corridor Specific Plan

The Devonshire/Topanga Corridor Specific Plan was adopted in September, 1993. The Plan spans Devonshire Street between Mason Avenue and Topanga Canyon Boulevard and along Topanga Canyon Boulevard between Devonshire Street and Lassen Street. The Devonshire/Topanga Corridor is primarily a commercial area. The purpose of the Plan is to ensure that future commercial development in the area occur in a manner compatible with the surrounding residential community and within the capacity of the circulation system as defined in the Chatsworth-Porter Ranch Community Plan. In addition, the area along Devonshire Street between Topanga Canyon Boulevard and Jovita Avenue is within the Chatsworth Business Improvement District.

2.5.6 Other City Plans

The central Canoga Park area, generally located along Sherman Way between Topanga Canyon Boulevard and De Soto Avenue, has several Community Design and Streetscape Plans. They are generally divided into two areas, Downtown Canoga Park (between Topanga Canyon Boulevard and Canoga Avenue) and the Canoga Park Commercial Corridor (extending from Eton Avenue to De Soto Avenue). In addition, the area bounded by Saticoy Street on the north, Vanowen Street on the

South, Topanga Canyon Boulevard on the west, and De Soto Avenue on the east is under a Targeted Neighborhood Initiative Program.

2.5.6.1 Community Design Overlay District

Downtown Canoga Park

The Downtown Canoga Park Community Design Overlay District (adopted November 2000) was established to improve the character of buildings in the area and retain the viability of the area as a pedestrian-oriented retail district.

Canoga Park Commercial Corridor

The Community Design Overlay District, established by the City in October 2001, became effective in June 2002. The District was established to improve the appearance and enhance the identity of the Canoga Park Commercial Corridor through the application of design guidelines and standards.

2.5.7 Municipal Zoning Code

The Los Angeles Municipal Code regulates land use and development throughout the City. The Code identifies uses that are permitted on the land parcels within the City. The zoning along the corridor is consistent with the planned use designation described in the City's Community Plans for the corridor. According to the Zoning Code, the entire length of the Metro ROW is zoned "PF" (Public Facilities). This zoning is compatible with a busway along the right-of-way.

2.5.8 Los Angeles River Revitalization Master Plan

The Los Angeles River Revitalization Master Plan (adopted May, 2007) outlines areas of opportunity to address the renewal of the River's environmental qualities that can catalyze change in diverse communities. The area spanning Canoga Avenue and Owensmouth Avenue along the River is one of the five opportunity areas selected for more detailed development of revitalization concepts. In this location, the Plan recommends creation of a community park and restoration of the River's ecological environment, including naturalization of the concrete channel and linkages to surrounding land uses and facilities.

The Plan recognizes the Canoga Transportation Corridor as an opportunity to partner with Metro to create an open space amenity along Canoga Avenue. The Plan recommends that the proposed Metro Orange Line extension should consider locating a bus stop at the River crossing at Canoga Avenue to improve open space access. It also proposes enhanced pedestrian and bicycle facilities on the arterial streets to connect with regional amenities including the Metro Orange Line and its bike path.

2.5.9 Reseda/Canoga Park Redevelopment Plan

The Redevelopment Plan prepared by the Community Redevelopment Agency of the City of Los Angeles (adopted December 1994) intends to "revitalize and redevelop land within the project area in order to eliminate blight and remedy the conditions which caused it." The southern portion of the Canoga Transportation corridor lies within the Reseda/Canoga Park Redevelopment Project Area. Among the objectives of the Plan, the following are applicable to the Canoga Transportation Corridor:

- Promote and encourage the establishment and development of businesses which serve the identified needs of the community, enhance the commercial environment, and maximize the creation of jobs and economic opportunities for area residents.
- The improvement of the quality of life and the environment, and the promotion and preservation of a positive image and safe environment for the community.
- The replacement and improvement of the community's supply of housing (inside or outside the Project Area), including opportunities for very low, low- and moderate-income households, multi family housing and areas with concentrated damage. Restore housing choices and rehabilitate and reconstruct housing for all income and age groups, including opportunities for home ownership.

2.6 EXISTING TRAFFIC CONDITIONS

The San Fernando Valley's street network is largely a grid pattern with generally alternating major and secondary arterial streets primarily spaced at ½-mile intervals. These are also typically supported by intermediate ¼-mile collector streets. This regular pattern of the arterial system provides a significant amount of traffic carrying capacity and a variety of routing alternatives. Due to this fact, turn volumes at the intersections of arterials tend to be moderate in comparison to many other sub-regions where most turns occur at widely spaced arterial crossings. Therefore, the Valley's grid street pattern is still predominantly controlled by two-phase traffic signals, which provide generally adequate levels of traffic progression. However, in the past several years, in response to increasing congestion many exclusive left-turn phases have been installed to facilitate the clearance of heavy left turns within the Study Area. Especially in the Topanga Canyon Boulevard and De Soto Avenue corridors many of the two-phase signals have been converted to multi-phase signals with exclusive left and right-turn phasing both in north-south and east-west directions. Multi-phase signals occasionally result in break-down of signal progression along the congested corridors.

2.6.1 Roadway Characteristics/Descriptions

Major Highways typically have a 100- to 104-foot right-of-way, with four to six travel lanes, a two-way left turn lane (or in limited cases a raised median), and curbside parking, which is restricted to non-peak periods on De Soto Avenue and sections of Topanga Canyon Boulevard. Secondary Highways typically have a 90-foot right-of-way with primarily four travel lanes and curbside parking; however, the median type often varies depending on the width of the street.Figure 2-11 illustrates the number of through lanes on various segments of the arterials located within the study corridor and Table 2-2, Table 2-3, and Table 2-4 present segment-by-segment details on the physical characteristics of the corridor arterial streets. The tables include the number of travel lanes, provision for an additional travel lane during peak periods, and parking restrictions. All three roadways have at least two through travel lanes except for Canoga Avenue north of Nordhoff Street in Chatsworth.

Topanga Canyon Boulevard and De Soto Avenue are the two significant north-south Major Highways that extend the length of the Valley within the Canoga Transportation Corridor. Topanga Canyon Boulevard provides a surface street connection through the Santa Monica Mountains to Pacific Coast Highway through the community of Topanga to Topanga Beach.

Both Topanga Canyon Boulevard and De Soto Avenue have interchanges with complete ramp connections to the Ronald Reagan (SR-118) Freeway and the Ventura (US-101) Freeway.

Source: ITERIS

Figure 2-11
Number of Lanes on N-S Arterials

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Table 2-2 Roadway Characteristics by Segment for Topanga Canyon Boulevard

ROADWAY SEGMENT		NORTHBOUND			SOUTHBOUND			
FROM	TO	No. of Lanes	If Parking prohibited, adds a lane	Parking Restrictions	No. of Lanes	If Parking prohibited, adds a lane	Parking Restrictions	Speed limit
TOPANGA CANYON BLVD								
Victory Blvd	Kittridge St	3	N	NSAT	2	Y	NPR	40
Kittridge St	Vanowen St	3	N	NSAT	2	Y	NPR	
Vanowen St	Bassett St	2	Y	NS 7a-5p School Days	2	Y	2hr 8a-6p Ex. Sun	
Bassett St	Schoolcraft St	2	Y	NS 7a-5p School Days	2	Y	NPR	
Schoolcraft St	Hart St	2	Y	NS 7a-5p School Days	2	Y	2hr 8a-6p Ex. Sun	
Hart St	Gault St	2	Y	2hr 8a-6p Ex. Sun	2	Y	NPR	
Gault St	Sherman Way	2	Y	NPR	2	Y	NPR	
Sherman Way	Cantlay St	2	Y	1hr 8a-6p Ex. Sun	2	Y	NPR	
Cantlay St	Wyandotte St	2	Y	1hr 8a-6p Ex. Sun	2	Y	NPR	
Wyandotte St	Leadwell St	2	Y	NPR	2	Y	NPR	
Leadwell St	Valerio St	2	Y	NPR	2	Y	NPR	
Valerio St	Runnymede St	2	Y	NPR	2	Y	NPR	
Runnymede St	Cohasset St	2	N	NSAT	2	Y	NPR	
Cohasset St	Covello St	2	Y	1hr 8a-6p Ex. Sat & Sun	2	Y	NPR	40
Covello St	Saticoy St	2	Y	1hr 8a-6p Ex. Sat & Sun	2	Y	1hr 8a-6p Ex. Sun / Handicap Parking	40
Saticoy St	Elkwood St	2	Y	NP 9a-11a Wed S.C	2	Y	NP 9a-11a Thurs S.C	
Elkwood St	Strathern St	2	Y	NP 9a-11a Wed S.C	2	Y	NP 9a-11a Thurs S.C / 15min 6a-6p Ex. Sat & Sun	
Strathern St	Lanark St	2	Y	NS 3-7p Ex. Sat & Sun	2	N	NSAT	40
Lanark St	Roscoe Blvd	2	Y	NP 9a-11a Wed S.C / NS 3-7p Ex. Sat & Sun / NSAT	2	N	NSAT	45
Roscoe Blvd	Schoenborn St	3	N	NSAT	2	N	NSAT	
Schoenborn St	Eccles St	2	N	NSAT	2	N	NSAT	
Eccles St	Chase St	2	Y	NPR	2	Y	NPR	
Chase St	Parthenia St	2	Y	NPR	2	Y	NPR	45
Parthenia St	Gresham St	2	Y	NP 8a-11a Fri S.C	2	Y	NPR	45
Gresham St	Nordoff St	2	Y	NP 8a-11a Fri S.C	2	Y	NPR	45
Nordoff St	Prairie St	2	Y	NPR	2	Y	NPAT / NPR	45
Prairie St	Plummer St	2	Y	NS 3-7p Ex. Sat & Sun	2	N	NSAT	45
Plummer St	Marilla St	2	Y	NS 3-7p Ex. Sat & Sun	2/3	N	NSAT	45
Marilla St	Lassen St	2	Y	NPR	2	Y	NPR / NSAT	45
Lassen St	Dupont St	2	Y	NPUT	2	Y	NPUT / NPR	
Dupont St	Craggyview St	2	Y	NPUT / NS 3-7p Ex. Sat & Sun	2	Y	NS 6:30-9a Ex. Sat & Sun / NPUT	
Craggyview St	Devonshire St	2	Y	NPUT / NS 3-7p Ex. Sat & Sun / 1hr 8a-3p Ex. Sun	2	Y	NS 6:30-9a Ex. Sat & Sun / NPUT / 1hr 9:30a-6p	45
Devonshire St	Hiawatha St	2	Y	NS 3-7p Ex. Sat & Sun / NP 9p-3a Wed S.C	2	Y	NS 6:30-9:30a / NP 9:30a-5p / NP 9p 3a Thurs S.C	
Hiawatha St	San Jose St	2	Y	NS 3-7p Ex. Sat & Sun / NP 9p-3a Wed S.C	2	Y	NS 6:30-9:30a / NP 9:30a-5p / NP 9p 3a Thurs S.C	45
San Jose St	Andora Ave	2	Y	NS 7-10a;3-7p Ex. Sun / 1hr 10a-3p / NP 9p-3a Wed S.C	2	Y	NS 7-10a;3-7p Ex. Sun / 1hr 10a-3p Ex. Sun / NP 9p-3a Thurs S.C	
Andora Ave	Chatsworth St	2	Y	NS 7-10a;3-7p Ex. Sun / 1hr 10a-3p / NP 9p-3a Wed S.C	2	N	NPAT	
Chatsworth St	Tulsa St	2	Y	NS 7-10a;3-7p Ex. Sun / 1hr 10a-3p / NP 9p-3a Wed S.C	2	Y	NS 7-10a;3-7p Ex. Sun / 1hr 10a-3p Ex. Sun / NP 9p-3a Thurs S.C	
Tulsa St	Old Santa Susana Pass Rd	2	N	NPAT	2	Y	NP 9p-3a Thurs S.C	
Old Santa Susana Pass Rd	Santa Susana Pass Rd	2	N	NPAT / NP 10p-6a	2	Y	NP 10p-6a	45
Santa Susana Pass Rd	Sioux Dr	2	N	NPAT / NP 10p-6a	2	N	NSAT	45
Sioux Dr	118 EB Ramps	2	N	NSAT	2	N	NSAT	
118 EB Ramps	118 WB Ramps	3	N	NPR	2	N	NPR	
118 WB Ramps	Poema Pl	1	N	NSAT	1	N	NSAT	

Key:

NSAT- No Stopping Any Time
NS- No Stopping
Ex- Except
Sat- Saturday
Sun- Sunday
Wed- Wednesday
NPR- No Parking Restriction
NP- No Parking
SC- Street Cleaning
NPUT- No Parking Unhitched Trailers
NPAT- No Parking Any Time
Handi- Handicap Sign
SD- School Days
F- Friday

Table 2-3 Roadway Characteristics by Segment for Canoga Avenue

ROADWAY SEGMENT		NORTHBOUND			SOUTHBOUND			
FROM	TO	No. of Lanes	If Parking prohibited, adds a lane	Parking Restrictions	No. of Lanes	If Parking prohibited, adds a lane	Parking Restrictions	Speed limit
CANOGA AVE								
Victory Blvd	Vanowen St	3	N	NSAT	2	N	NSAT	35
Vanowen St	Bassett St	2	N	NSAT	1/2	Y	NSAT / NPAT	
Bassett St	Hart St	2	N	NSAT	1	Y	NSAT	
Hart St	Gault St	2	N	NSAT	1	Y	1hr 8a-6p Ex. Sat & Sun / NP 10a-12noon Mon S.C	
Gault St	Sherman Way	2	N	NSAT	2	Y	1hr 8a-6p Ex. Sat & Sun / NP 10a-12noon Mon S.C	35
Sherman Way	Wyandotte St	2	N	NSAT	2	Y	1hr 8a-6p Ex. Sun	35
Wyandotte St	Valerio St	2	N	NSAT	2	Y	NPR	
Valerio St	Cohasset St	2	N	NSAT	2	Y	NPR	
Cohasset St	Saticoy St	2	N	NSAT	2	Y	1hr 8a-6p Ex. Sun	
Saticoy St	Keswick St	2	N	NSAT	2	Y	1hr 8a-6p Ex. Sun	
Keswick St	Ingomar St	2	N	NSAT	2	N	NPAT	
Ingomar St	Strathern St	2	N	NSAT	2	Y	NPR	
Strathern St	Roscoe Blvd	2	N	NSAT	2	Y	2hr 8a-6p / NPR / NPAT	
Roscoe Blvd	Schoenborn St	2	N	NSAT	2	Y	NPR	35
Schoenborn St	Chase St	2	N	NPAT	2	Y	NPR	
Chase St	Parthenia St	2	N	NSAT	2	Y	NPR	
Parthenia St	Osborne St	2	N	NSAT	2	N	NSAT / NP 10p-6a	
Osborne St	Nordoff St	2	N	NSAT	2	Y	NPR	
Nordoff St	Prairie St	2/1	N	NSAT	1	Y	NP 10p-6a	
Prairie St	Gledhill St	1	N	NP 10p-6a	1	Y	NP 10p-6a	
Gledhill St	Plummer St	1	N	NP 10p-6a	1	Y	NP 10p-6a	35
Plummer St	Marilla St	1	Y	NPR	1	Y	NPR / NPAT	
Lassen St	Mayall St	1	Y	NPR	1	Y	NPR	
Mayall St	Lemarsh St	1	Y	NPR	1	Y	NPR	
Lemarsh St	Devonshire St	1	Y	1hr 8a-6p Ex. Sat & Sun	1	Y	NPR	
Devonshire St	San Jose St	2	Y	NP 8a-11a Fri S.C	2	Y	NP 8a-11a Thurs S.C	35
San Jose St	Stanwell St	2	Y	NP 8a-11a Fri S.C	2	Y	NP 8a-11a Thurs S.C	35
Stanwell St	Germain St	1	Y	NP 8a-11a Fri S.C	2	Y	NP 8a-11a Thurs S.C	35
Germain St	Chatsworth St	1	Y	NP 8a-11a Fri S.C	1	Y	NP 8a-11a Thurs S.C / NP on Pavement	35
Chatsworth St	Bermuda St	1	Y	NPR	1	Y	NPR	35
Bermuda St	Bermuda St	1	Y	NPR	1	Y	NPR	
Bermuda St	Tulsa St	1	Y	NPR	1	Y	NPR	35
Tulsa St	Nashville St	1	Y	NPR	1	Y	NPR	
Nashville St	Rinaldi St	1/2	Y	NPR	1	Y	NPR	
Rinaldi St	Celtic	1	N	NSAT	1	N	NSAT	
Celtic	Candice Pl	1	N	NSAT	1	N	NSAT	
Candice Pl	Mayan Dr	1	N	NSAT	1	N	NSAT	

Key:

NSAT- No Stopping Any Time
NS- No Stopping
Ex- Except
Sat- Saturday
Sun- Sunday
Wed- Wednesday
NPR- No Parking Restriction
NP- No Parking
SC- Street Cleaning
NPUT- No Parking Unhitched Trailers
NPAT- No Parking Any Time
Handi- Handicap Sign
SD- School Days
F- Friday

Table 2-4 Roadway Characteristics by Segment for De Soto Avenue

ROADWAY SEGMENT		NORTHBOUND			SOUTHBOUND			
FROM	TO	No. of Lanes	If Parking prohibited, adds a lane	Parking Restrictions	No. of Lanes	If Parking prohibited, adds a lane	Parking Restrictions	Speed limit
DE SOTO AVE								
Victory Blvd	Deering Circle	2	Y	NS 3:30p-7p Ex. Sat & Sun	2		NS 7a-9:30a Ex. Sat & Sun / NP 8a-10a Thurs S.C	35
Deering Circle	Kittridge St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2		NS 7a-9:30a Ex. Sat & Sun / NP 8a-10a Thurs S.C	
Kittridge St	Vanowen St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	35
Vanowen St	Bassett St	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 10a-12noon Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 10a-12noon Thurs S.C	
Bassett St	Hart St	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 10a-12noon Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 10a-12noon Thurs S.C	
Hart St	Vose St	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 10a-12noon Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 10a-12noon Thurs S.C	35
Vose St	Gault St	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 10a-12noon Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 10a-12noon Thurs S.C	
Gault St	Sherman Way	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 10a-12noon Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 10a-12noon Thurs S.C	
Sherman Way	Wyandotte St	2	Y	2hr 8-3:30p Ex. Sun / NS 3:30p-7p Ex. Sat & Sun / NP 8a-10a Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 8a-10a Thurs S.C	
Wyandotte St	Valerio St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	35
Valerio St	Cohasset St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	
Cohasset St	Saticoy St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	35
Saticoy St	Ingomar St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	35
Ingomar St	Strathern St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	35
Strathern St	Fairchild Ave	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	35
Fairchild Ave	Roscoe Blvd	2	Y	NS 3:30p-7p Ex. Sat & Sun / NSAT	3	N	NSAT	
Roscoe Blvd	Community St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun / NSAT	40
Community St	Chase St	2	Y	NS 3:30p-7p Ex. Sat & Sun	2	Y	NS 7a-9:30a Ex. Sat & Sun	
Chase St	Bryant St	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 8a-11a Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 8a-10a Thurs S.C	
Bryant St	Parthenia St	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 8a-11a Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 8a-10a Thurs S.C	
Parthenia St	Gresham St	2	Y	NS 3:30p-7p Ex. Sat & Sun / NP 8a-11a Wed S.C	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 8a-11a Fri S.C	40
Gresham St	Osborne St	2	Y	NSAT	2	Y	NS 7a-9:30a Ex. Sat & Sun / NP 8a-11a Fri S.C	
Osborne St	Nordoff St	2	Y	NSAT	3	N	NSAT	
Nordoff St	Dearborn St	2	Y	NS 3p-7p Ex. Sat & Sun	2	Y	NS 6a-7p Ex. Sat & Sun	40
Dearborn St	Knapp St	2	Y	NS 3p-7p Ex. Sat & Sun	2	Y	NS 6a-7p Ex. Sat & Sun	
Knapp St	Prairie St	2	Y	NS 3p-7p Ex. Sat & Sun	2	Y	NS 6a-7p Ex. Sat & Sun / NSAT	
Prairie St	Plummer St	2	Y	NS 3p-7p Ex. Sat & Sun	2	Y	NS 6a-7p Ex. Sat & Sun	
Plummer St	Itasca St	2	Y	NS 3p-7p Ex. Sat & Sun	2	Y	NS 6a-7p Ex. Sat & Sun	
Itasca St	Superior St	2	Y	NS 3p-7p Ex. Sat & Sun	2	Y	NS 6a-7p Ex. Sat & Sun	
Superior St	Lassen St	2	Y	NS 3p-7p Ex. Sat & Sun	2	Y	NS 6a-7p Ex. Sat & Sun	
Lassen St	Vintage St	2	Y	NS 3p-7p Ex. Sat & Sun / NP 8a-11a Thurs S.C	2	Y	NS 6a-9:30a Ex. Sat & Sun / NP 8a-11a Fri S.C	
Vintage St	Lemarsh St	2	Y	NS 3p-7p Ex. Sat & Sun / NP 8a-11a Thurs S.C	2	Y	NS 6a-9:30a Ex. Sat & Sun / NP 8a-11a Fri S.C	
Lemarsh St	Devonshire St	2	Y	NS 3p-7p Ex. Sat & Sun / NP 8a-11a Thurs S.C	2	Y	NS 6a-9:30a Ex. Sat & Sun / NP 8a-11a Fri S.C	
Devonshire St	San Jose St	3	N	NSAT	2	N	NSAT	40
San Jose St	Chatsworth St	3	N	NSAT	2	N	NSAT / NPR	40
Chatsworth St	Tulsa St	3/2	N	NSAT	2	Y	NSAT / NPR / NPUT	45
Tulsa St	Rinaldi St	2	Y	NS 3p-7p Ex. Sat & Sun / NPUT	2	N	NSAT / NPUT	
Rinaldi St	118 EB Ramps	2	N	NSAT	2	N	NSAT	45
118 EB Ramps	118 WB Ramps	2	N	NSAT	2	Y	NSAT	
118 WB Ramps	Browns Canyon Rd	2	N	NSAT	2	Y	NSAT	

Key:

NSAT- No Stopping Any Time
NS- No Stopping
Ex- Except
Sat- Saturday
Sun- Sunday
Wed- Wednesday
NPR- No Parking Restriction
NP- No Parking
SC- Street Cleaning
NPUT- No Parking Unhitched Trailers
NPAT- No Parking Any Time
Handi- Handicap Sign
SD- School Days
F- Friday

Canoga Avenue, the primary secondary arterial in the Study Area, does not have access ramps to the SR-118 Freeway, but does have ramps to/from the east at the US-101 Freeway.

Segments of De Soto Avenue and Topanga Canyon Boulevard have an additional peak-hour travel lane during peak hours, and these lanes are provided in the southbound direction between 7:00 am and 9:30 am and in the northbound direction between 3:30 pm and 7:00 pm. The additional peak-hour travel lanes are continuous along De Soto Avenue between Devonshire Street and Victory Boulevard. The additional lanes are discontinuous along Topanga Canyon Boulevard. The predominant traffic flow on the study area arterials is in the southbound direction in the morning and in the northbound direction in the afternoon/evening.

2.6.2 Locations Of Significant Congestion

There are two primary traffic generators within the north-south corridor Study Area:

- Warner Center generally bounded by Vanowen Street, Topanga Canyon Boulevard, the Ventura (US-101) Freeway, and De Soto Avenue
- Chatsworth industrial area generally bounded by Lassen Street/Plummer Street, Topanga Canyon Boulevard, Parthenia Street, and Corbin Avenue

Currently, the most critical recurring peak-hour areas of traffic congestion within the Study Area include the following:

- Topanga Canyon Boulevard in Warner Center, from Ventura Boulevard to Sherman Way
- Topanga Canyon Boulevard in the vicinity of Roscoe Boulevard
- Topanga Canyon Boulevard north of Lassen Street to the SR-118 Freeway
- De Soto Avenue in Warner Center between Ventura Boulevard and Vanowen Street
- De Soto Avenue north of Lassen Street to the SR-118 Freeway
- Canoga Avenue between Victory Boulevard and Sherman Way

2.6.3 Future Travel Demand

2.6.3.1 North-South Corridors

Traffic in the Study Area and in the rest of the San Fernando Valley is expected to grow as the population and employment grow. Table 2-5 provides a comparison of existing (2000) and forecasted (2030) travel demand for north-south travel in the Study Area corridor presented in Average Daily Traffic (ADT) volumes, as projected by the Southern California Association of Governments (SCAG) Regional Travel Demand Model. Forecasted volumes for Topanga Canyon Boulevard, Owensmouth Avenue, Canoga Avenue and De Soto Avenue were aggregated to assess the overall increase in north-south travel demand at seven different locations along the study corridor. As seen in Table 2-5, travel demand along the key north-south arterials in the Study Area is expected to increase significantly by 2030. The heaviest north-south volumes will be carried south of the 118 Freeway and south of Oxnard Street (nearing the Ventura Freeway), where the aggregate daily north-south traffic volumes along the corridor's arterials will reach nearly 109,000 trips. The north-south corridors will see, on average, a 13 percent increase in daily traffic demand, which will also result in worsening of congestion along the segments described in the above section. North-south traffic volumes in some locations (e.g. south of SR-118 and south of Sherman Way) are projected to increase by up to 15 percent.

2.6.3.2 East-West Freeways

Travel along the San Fernando Valley's freeways will continue to degrade also. As summarized in Table 2-6, The Ronald Reagan Freeway's (SR-118) traffic volumes are expected to increase by up to 28 percent in some locations. The Ventura Freeway's (U.S. 101) traffic volumes are also expected to increase by up to 46 percent in some locations.

Table 2-5 N/S Corridors Forecasted ADT Volumes

	SB	NB	Total	% Growth
s/o 118				
2000	46,000	48,000	**94,000**	
2030	54,200	54,200	**108,400**	**15%**
s/o Devonshire				
2000	27,200	28,000	**55,200**	
2030	30,800	31,500	**62,300**	**13%**
s/o Nordhoff				
2000	38,500	39,700	**78,200**	
2030	43,200	44,300	**87,500**	**12%**
s/o Roscoe				
2000	36,700	37,200	**73,900**	
2030	40,400	42,300	**82,700**	**12%**
s/o Sherman Way				
2000	36,000	36,000	**72,000**	
2030	40,100	42,600	**82,700**	**15%**
s/o Victory				
2000	33,100	32,900	**66,000**	
2030	36,400	37,700	**74,100**	**12%**
s/o Oxnard				
2000	51,600	48,600	**100,200**	
2030	54,500	55,200	**109,700**	**9%**

Source: SCAG RTP Model

Table 2-6 San Fernando Valley Freeway Forecasted ADT Volumes

	118 Ronald Reagan FWY		101 Ventura FWY	
	EB	WB	EB	WB
w/o Topanga Canyon Blvd				
2000	97,400	94,800	130,000	146,000
2030	124,000	122,000	199,000	203,000
Growth		**28%**		**46%**
w/o Winnetka Ave				
2000	108,000	104,000	172,000	173,000
2030	132,000	128,000	229,000	228,000
Growth		**23%**		**32%**
w/o Tampa Ave				
2000	126,000	122,000	185,000	191,000
2030	157,000	156,000	241,000	248,000
Growth		**26%**		**30%**
w/o Reseda Blvd				
2000	129,000	123,000	195,000	189,000
2030	160,000	159,000	246,000	244,000
Growth		**27%**		**28%**
w/o Balboa Blvd				
2000	139,000	136,000	189,000	204,000
2030	174,000	172,000	250,000	257,000
Growth		**26%**		**29%**
w/o Woodley Ave				
2000	153,000	146,000		
2030	183,000	177,000		
Growth		**20%**		
w/o Haskell Ave				
2000			203,000	216,000
2030			261,000	268,000
Growth				**26%**
w/o I-405 San Diego FWY				
2000	149,000	141,000	200,000	221,000
2030	177,000	170,000	258,000	275,000
Growth		**20%**		**27%**

Source: SCAG RTP Model

2.7 POTENTIAL TRAVEL MARKETS

Major employment centers located throughout the San Fernando Valley draw workers from the Study Area. On the other hand, employment opportunities within the Study Area attract residents from other areas of the Valley. These are potential future travel demand markets for the project that could be served by the Metro Orange Line and its extension. Within the Study Area, the Chatsworth industrial area and Warner Center are the two major work trip attractors. Outside of the area, but within the San Fernando Valley, the Van Nuys Government Center and office cluster, and North Hollywood are also two major employment centers that could potentially be connected to the Study Area via the extension of the Metro Orange Line. Figure 2-12 illustrates the number of daily trips with origins and destinations, within the portion of the Study Area currently not being served by high-capacity transit service, that are forecasted to comprise the daily intra-valley travel demand by 2030. As shown on Figure 2-12, the portion of the Study Area not currently served by high-capacity transit service represents a potential market of 83,000 daily trips by 2030. Some of these trips however, are less likely to be made by transit because of their short distance (e.g. trips from areas along the middle portion of the Study Area to Warner Center). In addition, the portion of the Study Area currently not being served by high-capacity transit service represents a potential 4,000 daily trips market with origins/destinations that are within ¼ mile from a Metro Red Line station by 2030 and could benefit from connections between the Metro Orange Line and the Metro Red Line.

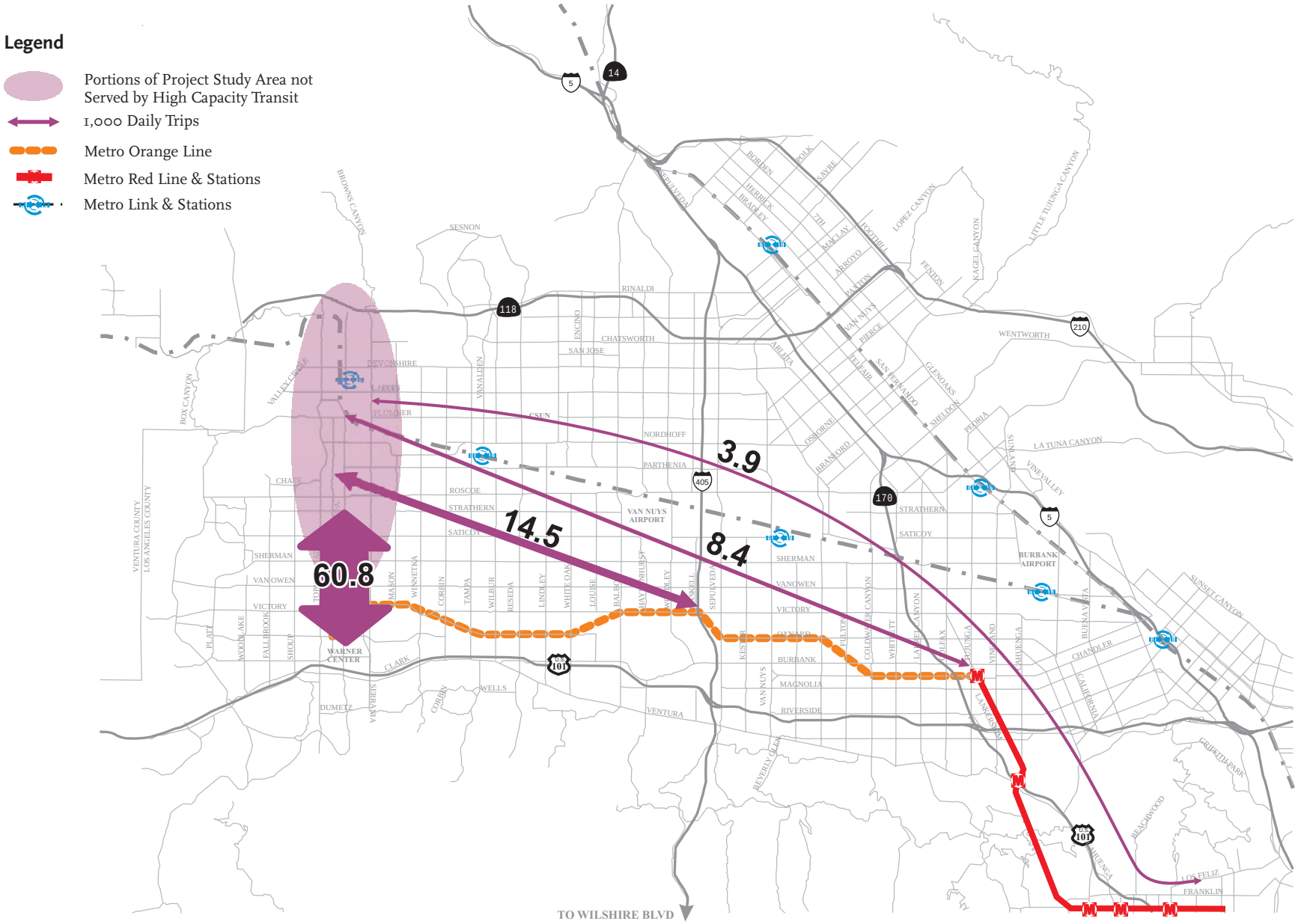
2.8 EXISTING TRANSIT SERVICES

Metro transit service throughout the western San Fernando Valley is primarily comprised of local bus routes, 12 of these being east-west alignments and the other three being north-south alignments, with one local circulator (Route 645) also operating in the area. In addition, three of the east-west locals have a limited-stop service (lines 353, 363 and 364 on Roscoe Boulevard, Sherman Way and Nordhoff Street respectively). A Metro Rapid Bus line operates along Ventura Boulevard between Warner Center and Universal City while the Metro Orange Line Bus Rapid Transit service operates on its own right-of-way between North Hollywood and Warner Center.

Other public transit operators serving western San Fernando with bus service include:

- Antelope Valley Transit Authority (AVTA) with one commuter express route 787 linking Lancaster/Palmdale with the western San Fernando Valley
- Santa Clarita Transit with two Commuter Express services (Routes 791 and 796)
- Simi Valley Transit Local Route C
- LADOT DASH with two routes serving Warner Center and one linking Northridge and Chatsworth
- LADOT Commuter Express buses to/from Thousand Oaks and Simi Valley and downtown LA/USC serving the western San Fernando Valley.

A Metrolink commuter rail line crosses the western San Fernando Valley on its way to/from Ventura County and Union Station in downtown Los Angeles with a stop at Chatsworth Transportation Center. The Metro bus service network has been established in a grid pattern with most of the routes focused on east-west alignments, with a smaller number of north-south lines in the western San Fernando Valley (see Existing Transit Network Figure 2-13). Despite the fact that the bus network covers all major arterials, bus service is not provided evenly throughout the western San Fernando Valley (see Table 2-7).



Source: ITERIS

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Figure 2-12
Potential Travel Markets

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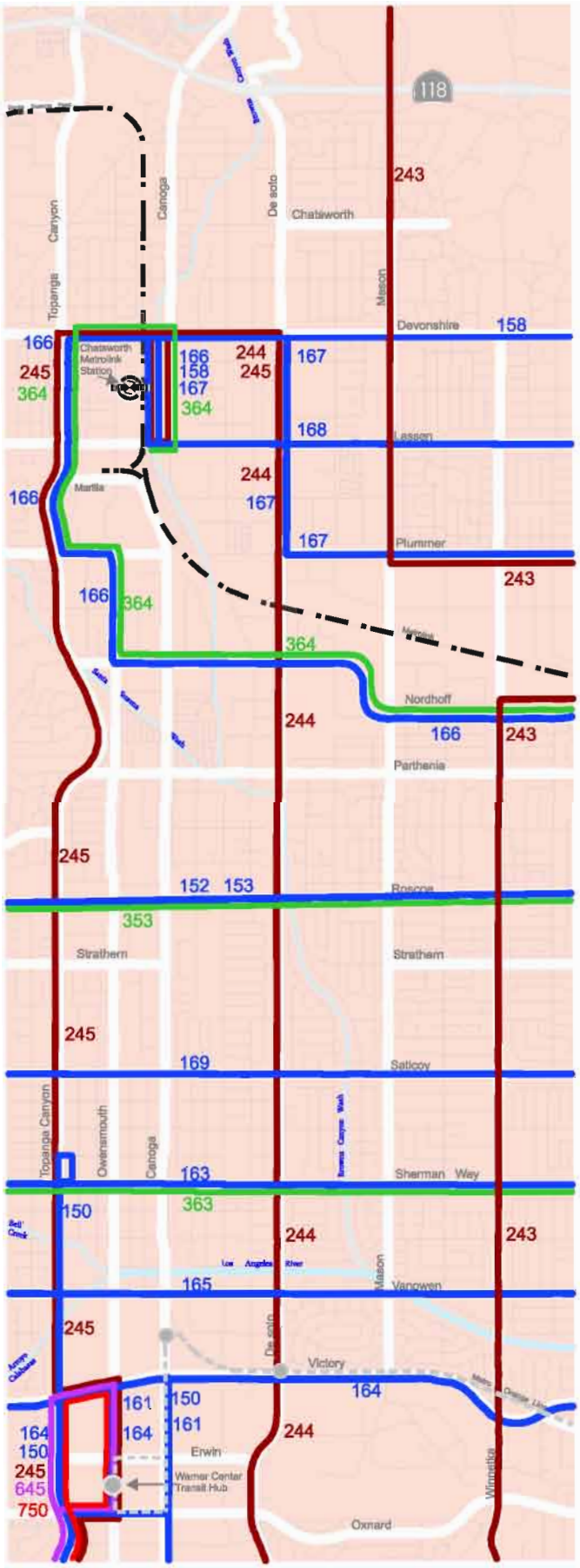


Source: Metro

Table 2-7 Existing Transit Service

	Route Number	Route	Span of Service (in hours)			Approximate Trunk Headway (in minutes)			
			Weekday	Saturday	Sunday/ Holiday	Weekday		Saturday	Sunday/ Holiday
						Peak	Off-peak	Base	Base
10 Minutes or Better	150	Warner Center - Ventura Bl. - Universal City Local	24	24	24	8 - 20	30	20	15
	750	Warner Center - Ventura Bl. - Universal City Metro Rapid	17	17	17	6 - 10	20	15	12
	901	Orange Line	20	20	20	5 - 6	10	11	11
	161	Thousand Oaks - Warner Center	14	13	13	10 - 30	55 - 60	30	60
	163	Sherman Way	19	18	17	8 - 10	10 - 15	12	20
	164	Victory Bl.	18	17	16	6 - 10	20	25	30
	165	Vanowen St.	17	16	15	6 - 10	20	25	30
	166	Nordhoff St. Local	17	15	14	5 - 12	12 - 24	15	30
	364	Nordhoff St. Limited	6	-	-	8 - 10	-	-	-
	167	Plummer St.	18	18	18	8 - 35	50	60	60
	244	De Soto Av.	16	13	-	5 - 20	50	50	-
	LADOT Commuter Express 422	LA Downtown - Thousand Oaks Reverse Commute	8	-	-	6 - 30	-	-	-
	LADOT DASH	Warner Center North	12	9	-	10	20	20	-
	LADOT DASH	Warner Center South	12	9	-	8	15	15	-
11 to 30 Minutes	152	Fallbrook - Roscoe - Glenoaks - Vineland	19	18	17	12 - 25	25	30	30
	153	Fallbrook - Roscoe - Sun Valley - Vineland	9	-	-	15 - 40	-	-	-
	158	Devonshire St.	15	14	13	12	20	13	20
	243	Winnetka Av.	14	13	-	20 - 30	50	45	-
	245	Topanga Canyon Blvd.	20	19	18	15 - 30	50	50	60
	353	Roscoe Bl. Limited	6	-	-	20 - 30	-	-	-
	363	Sherman Way Limited	7	-	-	25 - 30	-	-	-
	645	Mulholland Dr. - Valley Circle Bl.	13	-	-	20 - 40	60	-	-
	LADOT Commuter Express 419	Chatsworth - LA Downtown	7	-	-	15 - 90	-	-	-
	LADOT Commuter Express 423	Thousand Oaks - LA Downtown	4	-	-	14 - 60	-	-	-
	Antelope Valley Transit Authority 787	Lancaster/Palmdale - West San Fernando Valley	6	-	-	15 - 30	-	-	-
	Santa Clarita Transit 791	West San Fernando Valley - Santa Clarita	5	-	-	22 - 82	-	-	-
	Santa Clarita Transit 796	Santa Clarita - West San Fernando Valley	5	-	-	25 - 80	-	-	-
31 to 60 Minutes	LADOT DASH	Northridge - Chatsworth	7	-	-	31 - 58	-	-	-
	LADOT Commuter Express 575	Simi Valley - Chatsworth - Warner Center	3.5	-	-	35 - 70	-	-	-
	168	Chatsworth - Lassen St.	7	-	-	60	-	-	-
	169	Saticoy St.	15	-	-	60	60	-	-
61 and above Minutes	Simi Valley Transit Route C	Simi Valley - Chatsworth	13	13	-	70	70	14	-

Source: Operator schedules as at August 2007

2.8.1 Headways

As summarized in Table 2-7, local routes have varying service hours and varying service frequencies. The table also shows that routes providing more service (5-10 minute headways) are those along Sherman Way, Victory Boulevard, Vanowen Street, Nordhoff Street, De Soto Avenue and Plummer Street as well as the Metro Orange Line Bus Rapid Transit and Metro Rapid and Local service on Ventura Boulevard. The Warner Center DASH routes and reverse Commuter Express Route 422 operated by LADOT also have high service levels.

The second-best service frequency (11 - 30 minutes) comprises bus routes that provide service throughout the Western San Fernando Valley, with service in both north-south (Winnetka, Topanga Canyon Boulevard) and east-west (Fallbrook-Roscoe, Devonshire). LADOT commuter expresses from Chatsworth (Route 419) and Thousand Oaks (Route 423) and Antelope Valley Transit Authority and Santa Clarita Commuter Express Routes 787, 791 and 796 respectively all fall within this category, as does the Metro Mulholland Drive – Valley Center circulator route 645 on the western edge of the Study Area.

The lowest frequency service (more than 30 minute headways) is found on the Metro Lassen and Saticoy Local services as well as the LADOT Northridge – Chatsworth DASH and Route 573 Commuter Express from Simi Valley, as well as the Local Simi Valley – Chatsworth service (route D).

An analysis of the Service Frequency of Existing Transit Service in AM Peak, Midday, PM Peak periods (see Figure 2-14, Figure 2-15, and Figure 2-16 respectively) shows greatest service levels on the Metro Orange Line, Ventura Metro Rapid and Local services on east-west alignments of Victory Boulevard, Vanowen Street, Sherman Way, Roscoe Boulevard and Nordhoff Street. Highest service frequencies on the north-south alignment are on Fallbrook Avenue (extension of Roscoe) and De Soto Avenue. Midday frequency in general has lower service levels across all corridors.

An extension of the Metro Orange Line would provide a blending of a new key north-south linkage with the existing east-west corridor. High frequency service throughout the day would then be available throughout the Study Area. At present, the service structure is based on a grid pattern, requiring transfers. The Metro Orange Line extension will provide direct service from the Chatsworth area to key points east along the Metro Orange Line such as Van Nuys and North Hollywood and beyond.

2.8.2 Ridership

The Existing Transit Ridership in the Study Area, illustrated Figure 2-17 , shows that ridership is highest around intercepts between major lines such as the Ventura Metro Rapid and the Metro Orange Line as well as key east-west Local services on Victory Boulevard, Vanowen Street, Sherman Way, Roscoe Boulevard and Nordhoff Street and north-south lines on Topanga Canyon Boulevard, De Soto Avenue, Winnetka Avenue, Tampa Avenue and Reseda Boulevard.

Ridership is noticeably less on lines north of Nordhoff Street. An extension of the Metro Orange Line would significantly improve access to Chatsworth area and could be expected to increase transit ridership to/from this area, both for local area access as well as journeys further east along the Metro Orange Line.

These observations are based on ridership data that has been updated with 4th Quarter 2007 data from the Metro Automated Passenger Counting (APC) system.

Legend

- Metro Bus System
- Freeway
- Major Street

Metro Orange Line

- Line
- Station

Metrolink

- Metrolink Line
- Metrolink Station

AM Peak

- 10 minutes or less
- 11 - 15 minutes
- 16 - 30 minutes
- 31 minutes and above

Source: TMD

Figure 2-14
Service Frequency on Existing Routes AM Peak Period

Legend

- Metro Bus System
- Freeway
- Major Street

Metro Orange Line

- Line
- Station

Metrolink

- Metrolink Line
- Metrolink Station

Midday

- 10 minutes or less
- 11 - 15 minutes
- 16 - 30 minutes
- 31 minutes and above
- Route Does Not Operate

Source: TMD

Figure 2-15
Service Frequency on Existing Routes Midday Peak Period

Legend

- Metro Bus System
- Freeway
- Major Street

Metro Orange Line

- Line
- Station

Metrolink

- Metrolink Line
- Metrolink Station

PM Peak

- 10 minutes or less
- 11 - 15 minutes
- 16 - 30 minutes
- 31 minutes and above

Source: TMD

Figure 2-16
Service Frequency on Existing Routes PM Peak Period


118
Chatsworth Av
Devonshire St
Chatsworth
Lassen St
Plummer St
Nordhoff St
Parthenia St
Roscoe Bl
Shoup Av
Topanga Canyon Bl
Owensmouth Av
Canoga Av
De Soto Av
Mason Av
Winnetka Av
Saticoy St
Sherman Wy
Canoga
Vanowen St
De Soto
Victory Bl
Pie
Warner Center
Oxnard St
Burbank Bl
Clark St
Ventura Bl
101
NOT TO SCALE
Legend
Metro Bus System
Freeway
Major Street
Metro Orange Line
Line
Station
Metrolink
Metrolink Line
Metrolink Station
All Intersections
Orange Line Station
ON
OFF
1,000
500
250
Source: TMD

2.8.3 Transit Priority

The City of Los Angeles Department of Transportation (LADOT), in collaboration with Metro, has implemented an advanced Transit Priority System (TPS) as part of the Metro Rapid Bus and along the Metro Orange Line Busway. The TPS improves on-time performance of the buses by adjusting signal timing at intersections for buses as their approach is detected. It is also used to provide real-time next bus arrival information to passengers waiting at bus stops. Figure 2-18 illustrates the transit priority corridors in the western San Fernando Valley.

2.9 URBAN DESIGN CONSIDERATIONS

2.9.1 Neighborhood Character and Land Use

Numerous diverse neighborhoods line the north-south corridors of the western San Fernando Valley. The character of a neighborhood can contribute to its compatibility with transit service. In areas where it's easy and pleasant to walk to transit, more people will ride transit. Although not generally, many neighborhoods in the western San Fernando Valley are less transit-supportive due to limited pedestrian access to major arterials, some gated communities, highly-separated land uses, and streets lacking pedestrian amenities such as sidewalks and street trees to shade those sidewalks.

2.9.2 Bus Stops/Shelters/Stations

With the exception of the Metro Orange Line and Metro Rapid stations and the Warner Center transit hub, bus stops in the western San Fernando Valley are indicated by a sign at the curb near the stop. More infrequently, bus shelters are installed, providing shade to patrons. Bus stops may have other amenities, such as informational signage, lighting, trash cans, telephones, trees and other landscaping. The provision of benches, shelters, and other amenities improves the environment for waiting transit users and increases the attractiveness of transit use if maintained.

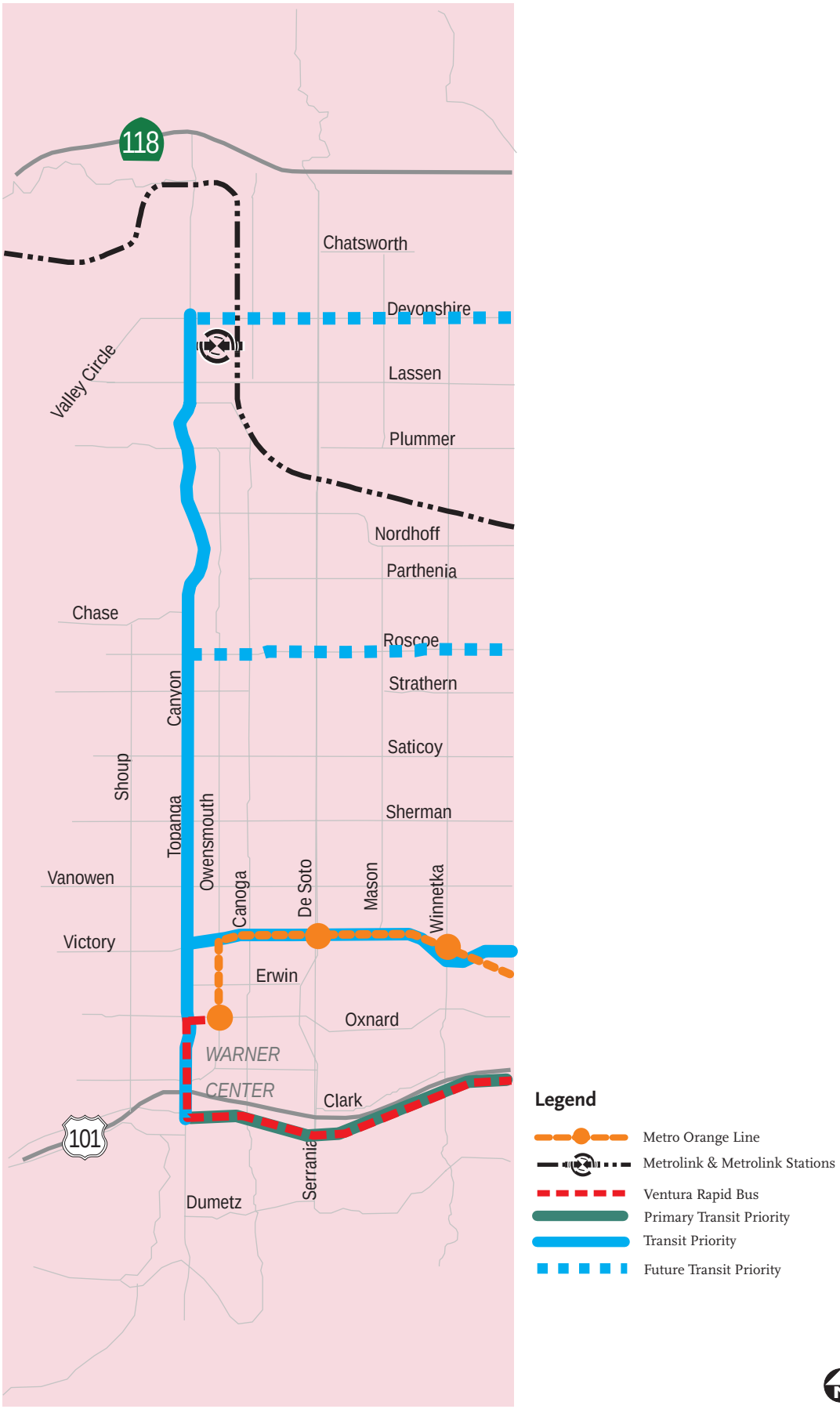
Bus stops are visible elements of the transit system, both for patrons and passersby. Bench and shelter design, as well as landscaping and public art, can enhance the overall urban environment, creating a positive identity for the transit system and the surrounding community. Generally, shelter design and the amenities provided vary by location. The Metro Rapid Bus on Ventura Boulevard and the Metro Orange Line demonstrate how consistent shelter/station design, coupled with amenities such as improved signage, can create a recognizable identity or brand for transit service and increase its visibility, which may help attract new riders and make it easier to use transit.

Another consideration is the location of enhanced bus stops/shelters near activity centers and near-higher density residential areas. Strategic placement of bus stop amenities in areas of high-pedestrian activity may also enhance transit ridership and contribute to the revitalization of adjacent areas.

2.9.3 Corridor Urban Design

Corridor urban design, often called "streetscape" along arterial streets, is affected by numerous elements, including:

- Sidewalk width / sidewalk condition
- Trees and other landscape
- Lighting



Source: ITERIS

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Figure 2-18
Transit Priority Streets

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- Crosswalks
- Transit shelters, benches, etc.
- Overhead wires
- Signage
- Driveways
- Bikeways, bike routes, and amenities such as lockers and racks
- Pattern, intensity and architectural character of adjacent buildings/development

The combined elements of the streetscape can make a street a more pleasant place to be, particularly for pedestrians and cyclists, who are unshielded from the environment by an enclosed vehicle. Because transit trips typically include some travel by foot or bicycle, a pleasant streetscape can improve the attractiveness of transit use along a given corridor.

The north-south arterial streets of the San Fernando Valley are varied in urban design detail and do not have a common streetscape quality. Most arterial streets have few trees, sidewalks are narrow and/or in poor condition, have few amenities for transit users, and signage is geared towards the motorist instead of the pedestrian or cyclist.

2.9.4 Urban Design Opportunities for Exclusive Rights-of-Way

The urban design vision for the Metro Orange Line was a "multi modal transportation facility in a greenway". The approximately 100 feet wide former rail right-of-way (ROW) provides adequate space to achieve this vision including the integration of the busway, its stations, a bikeway, pedestrian paths, intermodal transfer points, artwork, landscape enhancements, park and ride lots and pedestrian connections to surround local uses. The Metro Orange Line urban design vision also includes buffering elements to mitigate impacts including sound walls and landscaping plus the utilization of sustainable elements such as drought tolerant and native plants, and watershed/recharge areas.

The Canoga Avenue right-of-way owned by Metro between the Chatsworth Metrolink Station and Victory Boulevard offers the opportunity for a similar urban design vision to the Metro Orange Line which could be adapted to the unique conditions of and along this north/south running ROW. Some of the characteristics of the ROW to incorporate into an urban deign concept includes:

- A ROW width varying from 65 ft to 275 ft
- Views of the Santa Susanna Mountains
- Some existing mature trees
- Cross-streets' sidewalk character and landscaping
- Connections to a proposed L.A. River bike path and joint development
- Businesses on leased land within the ROW
- Varied adjoining land uses some which will require buffering
- Location of active railroad tracks near Lassen Street

Today, Canoga Avenue and the adjoining Metro ROW have limited urban design elements and amenities for potential transit uses. The ROW has minimal street trees and few sidewalks. However, several cross-streets have tree-lined sidewalks and some recent and proposed developments near Warner Center have transit-supportive uses.

2.9.5 Integration of Transportation Facilities With Land Use and Urban Design

Transit can serve as a catalyst for community facilities and joint development which focus on the new access provided by transit services. This project includes a transportation facility and amenities. Any adjoining joint development often called transit-oriented development will be accomplished by others and is not a part of this project. However, transit supportive uses located within walking distance of transit stations (typically ¼ to ½ mile distances) can increase ridership of adjoining transit facilities.

Some considerations in planning and designing future joint development or transit-oriented development include:

- More compact development with a mix of uses near stations
- Higher employment intensities and higher densities within walkable areas near stations
- Landscaped pedestrian pathways and bicycle access to and from transit and to and from adjacent development
- Potential conversion of adjoining land near stations to more transit-supportive uses
- Potential reductions in required parking for transit-supportive uses once transit and pedestrian linkages are complete

2.10 GOALS AND OBJECTIVES

The goals and objectives for the project articulated in this section, will guide the development and evaluation of the alternatives. They have been developed from the transportation and land use goals and objectives of the participating government agencies and are consistent with the other transit improvements being planned for Los Angeles County. Table 2-8 lists the goals and objectives for the Canoga Transportation Corridor. In Section 3 "Screening of Alternatives, the potential alternatives will be assessed in relation to these goals and objectives to see which best satisfy them.

Table 2-8 Goals and Objectives

Goal	Objective
1. Enhance regional transit connections to/from the western San Fernando Valley	a. Connect with other regional transportation facilities, including the Metro Orange Line, Ventura Metro Rapid Bus and Metrolink b. Capitalize on the success of the Metro Orange Line by providing an operational and physical interface with a north-south transit service c. Complete a "Transit Loop" in the San Fernando Valley, comprising Metrolink and the Metro Orange Line, and covering both east-west and north-south corridors d. Provide an alternative to the congested San Diego (I-405), Golden State (I-5), Ronald Reagan (SR-118) and Hollywood (SR- 170-US-101) freeways e. Promote intra-modal and inter-modal integration and connectivity to improve system-wide transportation efficiency f. Relieve congestion through the Cahuenga (U.S. 101) and Sepulveda (I-405), and Santa Susana (SR-118)

Table 2-8 Goals and Objectives

Goal	Objective
	passes by providing connections to the Los Angeles Basin through the Metro Red Line and to the Wilshire Rapid Bus.
2. Improve north-south mobility in the western San Fernando Valley.	a. Connect important activity centers, including educational, medical, cultural, commercial and business b. Enhance transit accessibility to residential land uses c. Support sustainable transportation development by increasing transit ridership d. Provide efficient, convenient and affordable transit alternatives to both choice riders and riders without easy access to other modes of transportation e. Minimize north-south travel times f. Provide enhanced bi-directional north-south transit service g. Provide opportunities to intercept traffic passing through the Valley h. Provide park-and-ride lots at transit stops where compatible with surrounding land uses i. Relieve congestion on North-South arterials
3. Support land use and development goals	a. Provide high-capacity transit linkages between major activity centers b. Support the objectives/strategies of SCAG's Compass Growth Vision for focusing growth in existing and emerging centers and along major transportation corridors c. Achieve City of Los Angeles General Plan Framework Plan goals for increased transit use and concentration of growth in designated Targeted Growth Areas d. Coordinate with City of Los Angeles' Transportation Element policies for Transit Priority Arterial Streets such as Topanga Canyon Boulevard e. Enhance joint development opportunities f. Support and be compatible with the goals of the Los Angeles River Master Plan for ensuring safe access to and compatibility between the river and other activity centers g. Support the objective of the Warner Center Specific Plan to coordinate future land use development in Warner Center with the public transit and transportation system h. Support the Canoga Park- Winnetka – Woodland Hills – West Hills Community Plan policies for the development of a public transit system that improves mobility with convenient alternatives to automobile travel and the provision of safe, attractive and clearly identifiable transit stops with user friendly design

Table 2-8 Goals and Objectives	
Goal	**Objective**
	amenities i. Support the Chatsworth-Porter Ranch Community Plan policy for the increase in bus routes and bus frequency as the potential ridership increases in the Community with population growth
4. Maximize community input, i.e., define the project in a manner that is responsive to community and policy makers	a. Provide opportunities for community input to the planning and environmental review process b. Seek new ways to share information and incorporate community views into planning (i.e. ensure a collaborative and interactive participation process) c. Provide alternative and multi-lingual methods for community input, including in-person, telephone, and web-based opportunities for information and feedback
5. Provide a transportation project that is compatible with and enhances the physical environment wherever possible	a. Identify cost-effective improvements that minimize adverse effects on the environment b. Avoid impacts on parklands c. Minimize noise impacts d. Minimize impacts on cultural resources e. Minimize air pollution f. Reduce conflicts with trucks, autos and pedestrians to ensure safety g. Incorporate streetscape improvements in the transit improvements h. Incorporate improvements at transit stops that enhances the physical environment for waiting passengers i. Incorporate improvements that enhance bicycle and pedestrian accessibility to transit stops j. Incorporate improvements along the transit corridor that provide enhanced bicycle and pedestrian mobility to the surrounding neighborhoods k. Provide connections to planned landscaping and trail improvements along the Los Angeles River
5. Provide a transportation improvement project that minimizes impacts on the community	a. Minimize business and residential dislocations, community disruption, and property damage b. Avoid creating physical barriers, destroying neighborhood cohesiveness, or in other ways lessening the quality of the human environment c. Minimize traffic and parking impacts d. Minimize impacts during construction
7. Provide a transportation project that is cost-effective and within the ability of Metro to fund, including capital and	a. Identify cost-saving measures to reduce project costs b. Leverage existing transportation resources and explore new innovative financing opportunities

Table 2-8 Goals and Objectives	
Goal	**Objective**
operating costs	c. Prioritize alternatives eligible for TCRP funding d. Maximize the benefits associated with the use of existing public rights-of-way. e. Ensure fiscal consistency with the Metro Long Range Plan f. Ensure integration with Metro Local services g. Identify, if appropriate, a phased implementation plan for alternatives to be implemented as funds are identified

2.11 COMMUNITY INPUT

2.11.1 Elected Official Input

Metro staff met with staff members of seven elected officials – local, state, and federal - representing the Study Area to gather their perspective on the possible extension of the Metro Orange Line. Input received from elected officials and their representatives was supportive and understanding of the need for the project. Elected officials staff expressed support for an extension of the Metro Orange Line through the Metro-owned right-of-way; however they also expressed concern for potential displacement of existing businesses along the Metro-owned right-of-way, if an alternative on the right-of-way selected for this project. Ongoing discussions with elected officials will continue throughout the study.

2.11.2 Public Input

Metro reached out to the communities along the Canoga Transportation Corridor to gather their input as a guide to the decision-making process. In order to reach a larger audience, 16 neighborhood organizations were provided with meeting announcements and information materials during the scoping process. In addition, two formal presentations were provided to two key organizations in the post-scoping phase.

An agency meeting was conducted at Metro headquarters in downtown Los Angeles. The format for this meeting consisted of an open-house format with boards where Metro staff provided information to participants. Meeting participants were also provided with hand-outs of the proposed alternatives, corridor map, and an agenda. This was followed by a PowerPoint presentation to guide agency participants through the project's goals and alternatives. An informal question and answer session followed where participants were encouraged to formally submit their comments on the provided comment sheets. Ongoing meetings with agency personnel are being conducted throughout the study process, particularly with City of Los Angeles and Southern California Regional Rail Authority staff.

Two public scoping meetings were conducted in the Chatsworth and Canoga Park communities. These meetings consisted of an open house format with boards where Metro staff provided information to meeting participants. Meeting participants were also provided with hand-outs of the proposed alternatives, corridor map, and an agenda. This was followed by a PowerPoint presentation

to guide community members through the project's goals and alternatives and explain the study process. A formal public comment period followed the presentation. Meeting participants were also provided with the option of submitting written public comment cards at the meeting, via e-mail, or U.S. mail no later than the close of the public comment period, 5 pm, August 13, 2007.

The first public scoping meeting was held on July 26, 2007 at Chatsworth High School. Approximately 96 community members attended the meeting. During the Public Comment period, 22 formal comments were made. Almost half of the comments consisted of support for an alignment on the Metro-owned right-of-way. The other half of the comments voiced opposition to an on-street extension of the Metro Orange Line further north from the Chatsworth Metrolink Station to State Route (SR)-118.

The second public scoping meeting was held on July 30, 2007 at New Academy of Canoga Park. Approximately 69 community members attended the meeting. Metro has a higher concentration of lease agreements on the southern portion of its right-of-way of which several of these tenants attended the meeting to voice concerns regarding the impact the project would have on them should Metro-owned right-of-way be utilized for this project. During the public comment session, 14 formal comments were made. Comments were split almost evenly between those voicing support for Alternative 5, the railroad right-of-way option, and opposition for such an alternative.

A total of 59 written public comments and 36 formal comments were received by the close of the public scoping period.

3.0 DESCRIPTION OF ALTERNATIVES

3.1 DEVELOPMENT OF ALTERNATIVES

The development of alternatives was guided by the goals and objectives for the project, previously outlined in Table 2-8. In order to develop a range of transportation improvements that would meet the needs for improved regional connectivity and north-south mobility in the western San Fernando Valley, the project team considered a number of factors. These factors included: connections to regional transportation facilities, service to high-density population and employment centers and activity centers, feasibility of providing dedicated lanes for transit vehicles, and traffic conditions. All alternatives considered would connect the existing Metro Orange Line with the Chatsworth Metrolink Station.

The alternatives presented here have been developed in consultation with the City of Los Angeles, Metrolink, Metro Planning and Valley Sector staff, representatives of elected representatives of the Valley and the public. They have been refined based on this technical and policy input. Figure 3-1 illustrates the initial corridor alternatives.

3.2 DESCRIPTION OF ALTERNATIVES

3.2.1 No Build Alternative

The No Build Alternative serves as the Baseline against which the relative benefits, costs and performance of the other alternatives will be considered. The Baseline Alternative is consistent with the adopted Metro Long Range Plan and is identical to the No Build Alternative being used for all other on-going Metro corridor studies (i.e. Crenshaw-Prairie Transit Corridor, Westside Extension Transit Corridor, Metro Gold Line Eastside Extension Phase 2, and Regional Light Rail Transit Connector). It is also consistent with the No Build Alternative in the Expo Construction Authority's current environmental clearance of Expo Phase 2.

The following projects will be assumed to be included in the No Project Alternative:

Lankershim-San Fernando Metro Rapid Bus – Metro Rapid Bus service is scheduled for San Fernando Road and Lankershim Boulevard in 2008. It will run from the Sylmar/San Fernando Metrolink Station down San Fernando Road to Lankershim Boulevard and then down Lankershim to the North Hollywood Metro Red Line station.

State Route 118 - Caltrans has recently (2007) secured funding to begin widening the Ronald Reagan Freeway in Simi Valley, from Tapo Canyon Road to Los Angeles County line. The improvements include: widening the freeway from 6 to 8 lanes, installation of sound walls and Intelligent Transportation System (ITS) features.

Table 3-1 summarizes the local roadway improvement projects that will also be assumed to be included in the No Build Alternative.

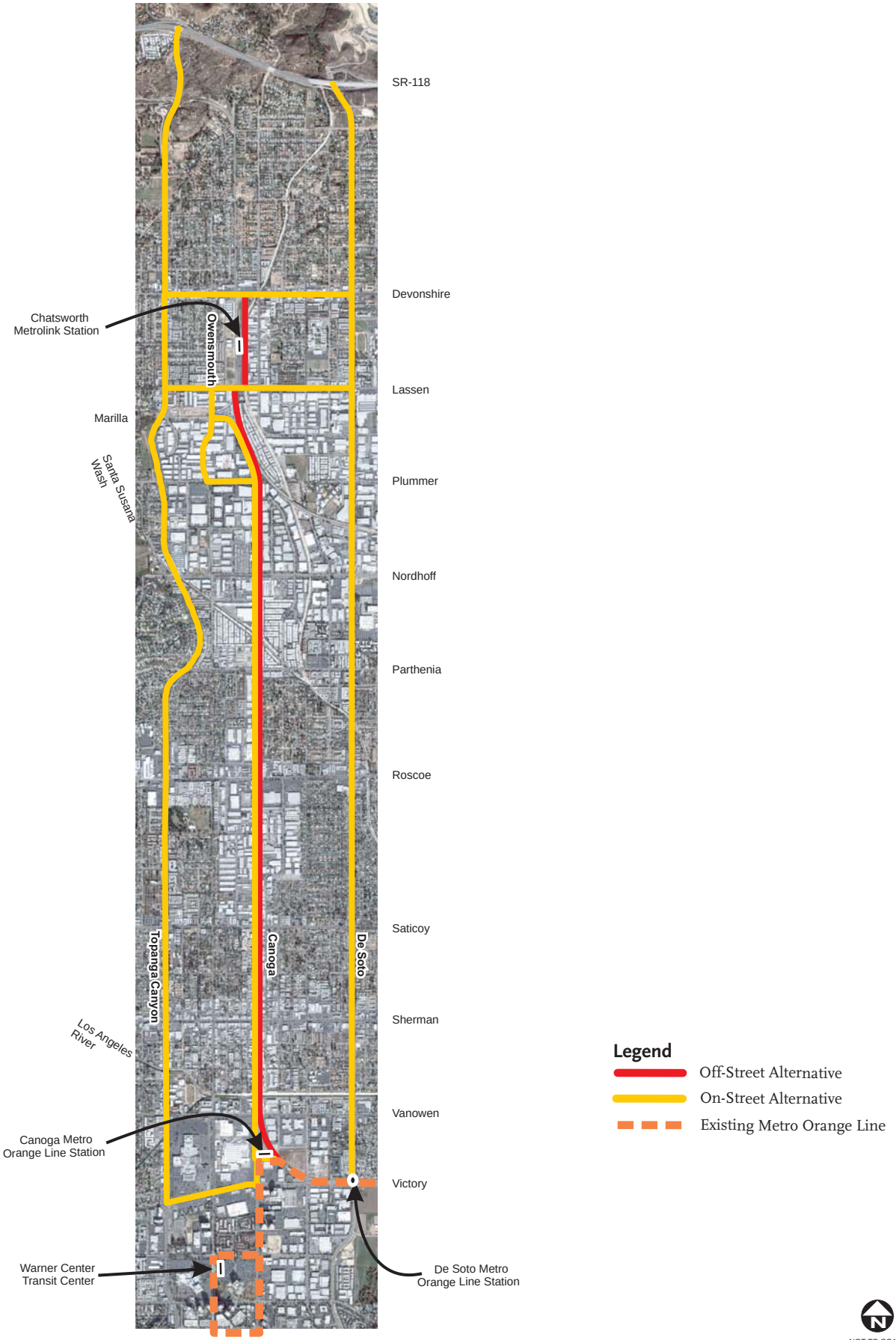

SR-118
Devonshire
Lassen
Plummer
Nordhoff
Parthenia
Roscoe
Saticoy
Sherman
Vanowen
Victory
Chatsworth Metrolink Station
Owensmouth
Marilla
Santa Susana Wash
Topanga Canyon
Canoga
De Soto
Los Angeles River
Canoga Metro Orange Line Station
Warner Center Transit Center
De Soto Metro Orange Line Station
Legend
Off-Street Alternative
On-Street Alternative
Existing Metro Orange Line
Source: ITERIS
NOT TO SCALE

Table 3-1 Roadway Improvements Assumed		
Jurisdiction	**Project**	**Date of Funding**
Calabasas	Transit hub, park-n-ride	2009
Metro	Pierce College pedestrian linkages with the Metro Orange Line	2007-2009
Metro	Enhance CSUN tram system	2007-2009
City of Los Angeles	Expansion of LAX Flyaway park-n-rides	2007-2009
City of Los Angeles	Sherman Way Median installation - Topanga Canyon Boulevard to De Soto Avenue	2007
City of Los Angeles	Balboa Boulevard at San Fernando Road - widen and realign Balboa Road connector	2007-2009
City of Los Angeles	Southwest San Fernando Valley miscellaneous road and safety projects - resurfacing, not capacity-enhancing	2007-2009
City of Los Angeles	Construct new traffic signal at Sherman Way and Independence Avenue	2009
City of Los Angeles	Realignment of Winnetka Avenue at Calvert Street intersection	2007-2009
City of Los Angeles	Non-capacity enhancing improvements at Burbank Boulevard and Woodley Avenue	2007-2009
City of Los Angeles	New roadway lighting on major transportation corridors in southwest San Fernando Valley	2007-2009
City of Los Angeles	Smart crosswalk installation at Mason Avenue and Arminta Street	2009
City of Los Angeles	Non-capacity enhancing improvements at Burbank Blvd. and Hayvenhurst Avenue	2007-2009
City of Los Angeles	Smart crosswalk installation at Topanga Canyon Boulevard and Gault Street	2009
City of Los Angeles	Traffic signal upgrades at 101 off-ramps from Winnetka Avenue to Van Nuys Boulevard	2007-2009
City of Los Angeles	Widen Haskell Ave. from 2 to 4 lanes between Chase St. and Roscoe Blvd.	2007-2009
City of Los Angeles	Install new traffic signal at Balboa Boulevard and Knollwood Shopping Center	2007-2009
City of Los Angeles	Install new traffic signal at Balboa Boulevard and Knollwood Shopping Center	2009
City of Los Angeles	Streetscape improvements to Wilbur Avenue to enhance pedestrian and traffic	2009
City of Los Angeles	Install new traffic signal at Vanowen Street and Oso Avenue	2009
City of Los Angeles	Add additional parking spaces at the Northridge Metrolink Station	2007
City of Los Angeles	101/Valley Circle Blvd. interchange improvements - adding lanes	2005
City of Los Angeles	Add additional 50 parking spaces at existing park-n-ride lots in the south San Fernando Valley	2006
City of Los Angeles	Widen Tampa Ave. bridge over the Los Angeles River	2007
City of Los Angeles	Install 2nd Southbound left-turn lane at Balboa Boulevard and Victory Boulevard	2007
City of Los Angeles	Widen Winnetka Avenue bridge over the Los Angeles River	2007
City of Los Angeles	ATSAC improvements to 105 intersections in Canoga Park	2008-2012
City of Los Angeles	ATSAC improvements to 107 intersections in Reseda	2008-2009
Sources: 2006 RTIP, City of LA CIP 2004-05 and 2006-07		

3.2.2 Alternative 2 Transportation Systems Management

A Transportation Systems Management (TSM) Alternative is designed to identify low-cost, easily implementable improvements as an alternative to construction of more-expensive alternatives. The TSM Alternative entails frequency improvements on existing Metro transit routes as well as providing a new local transit line for Canoga Avenue, though not including any transit priority measures (signal priority or dedicated lanes) for this corridor. Table 3-2 details the reductions in transit headways that would be implemented by the TSM Alternative in comparison to the No Build Alternative. It indicates the percentage reduction in headways and the absolute change in headways proposed. For example, a change in bus headway from 15 minutes to 10 minutes is a 33% reduction in headway.

In addition to the headway improvements summarized in Table 3-2, the TSM alternative includes the addition of a new Metro Local Route along Canoga Avenue. This route would extend from Warner Center to the Chatsworth Metrolink Station, utilizing Owensmouth Street, Oxnard Street, Erwin Street, Canoga Avenue, Marilla Street, Owensmouth Street, and Lassen Street. Figure 3-2 illustrates the distribution of the routes that would be improved and implemented by the TSM Alternative.

Table 3-2 TSM Service Improvements

Metro Route		Early AM		AM Peak		Midday		PM Peak		Early Evening		Late Evening	
Local		% Headway Reduction	Headways (Before/After)	% Headway Reduction	Headways (Before/After)	% Headway Reduction	Headways (Before/After)	% Headway Reduction	Headways (Before/After)	% Headway Reduction	Headways (Before/After)	% Headway Reduction	Headways (Before/After)
152	WB	33%	(15 to 10)	38%	(16 to 10)	42%	(26 to 15)	53%	(32 to 15)	56%	(34 to 15)	25%	(60 to 45)
	EB	0%	--	58%	(36 to 15)	52%	(31 to 15)	29%	(14 to 10)	56%	(34 to 15)	26%	(61 to 45)
153	WB	17%	(18 to 15)	12%	(17 to 15)	29%	(63 to 45)	50%	(30 to 15)	12%	(51 to 45)	12%	(51 to 45)
	EB	17%	(18 to 15)	63%	(40 to 15)	25%	(60 to 45)	29%	(21 to 15)	25%	(60 to 45)	26%	(61 to 45)
158	WB	--	--	42%	(26 to 15)	24%	(59 to 45)	35%	(46 to 30)	21%	(57 to 45)	--	--
	EB	30%	(43 to 30)	40%	(25 to 15)	22%	(58 to 45)	23%	(39 to 30)	22%	(58 to 45)	--	--
163	WB	44%	(27 to 15)	44%	(9 to 5)	33%	(15 to 10)	50%	(10 to 5)	35%	(23 to 15)	25%	(60 to 45)
	EB	32%	(22 to 15)	50%	(10 to 5)	33%	(15 to 10)	50%	(10 to 5)	32%	(22 to 15)	17%	(54 to 45)
164	WB	--	--	50%	(10 to 5)	25%	(20 to 15)	29%	(14 to 10)	21%	(19 to 15)	12%	(51 to 45)
	EB	50%	(20 to 10)	50%	(20 to 10)	21%	(19 to 15)	55%	(11 to 5)	40%	(25 to 15)	25%	(60 to 45)
165	WB	32%	(22 to 15)	17%	(6 to 5)	21%	(19 to 15)	23%	(13 to 10)	42%	(26 to 15)	25%	(60 to 45)
	EB	50%	(20 to 10)	38%	(16 to 10)	50%	(20 to 10)	38%	(8 to 5)	44%	(27 to 15)	--	--
166	WB	29%	(14 to 10)	17%	(12 to 10)	38%	(24 to 15)	58%	(12 to 5)	33%	(15 to 10)	50%	(30 to 15)
	EB	44%	(27 to 15)	23%	(13 to 10)	25%	(20 to 15)	50%	(10 to 5)	35%	(23 to 15)	24%	(59 to 45)
167	WB	17%	(18 to 15)	29%	(7 to 5)	33%	(45 to 30)	29%	(42 to 30)	33%	(45 to 30)	25%	(60 to 45)
	EB	38%	(48 to 30)	53%	(32 to 15)	29%	(42 to 30)	53%	(32 to 15)	25%	(60 to 45)	18%	(55 to 45)
168	WB	--	--	26%	(61 to 45)	--	--	22%	(58 to 45)	--	--	--	--
	EB	--	--	25%	(60 to 45)	--	--	25%	(60 to 45)	--	--	--	--
169	WB	38%	(72 to 45)	21%	(57 to 45)	26%	(61 to 45)	31%	(65 to 45)	15%	(53 to 45)	--	--
	EB	20%	(56 to 45)	26%	(61 to 45)	26%	(61 to 45)	20%	(56 to 45)	31%	(65 to 45)	--	--
244	SB	46%	(28 to 15)	17%	(12 to 10)	27%	(41 to 30)	50%	(20 to 10)	27%	(41 to 30)	25%	(60 to 45)
	NB	38%	(24 to 15)	29%	(7 to 5)	29%	(42 to 30)	53%	(32 to 15)	29%	(42 to 30)	17%	(54 to 45)
245	SB	--	--	32%	(22 to 15)	35%	(46 to 30)	53%	(32 to 15)	21%	(57 to 45)	20%	(56 to 45)
	NB	13%	(52 to 45)	52%	(31 to 15)	32%	(44 to 30)	32%	(22 to 15)	6%	(32 to 30)	8%	(49 to 45)
Limited													
353	WB	--	--	50%	(30 to 15)	--	--	50%	(30 to 15)	--	--	--	--
	EB	--	--	53%	(32 to 15)	--	--	52%	(31 to 15)	--	--	--	--
363	WB	--	--	52%	(31 to 15)	--	--	50%	(30 to 15)	--	--	--	--
	EB	--	--	52%	(31 to 15)	--	--	50%	(30 to 15)	--	--	--	--
364	WB	--	--	50%	(10 to 5)	--	--	--	--	--	--	--	--
	EB	--	--	--	--	--	--	50%	(10 to 5)	--	--	--	--

Alternative 2
Transportation System Management

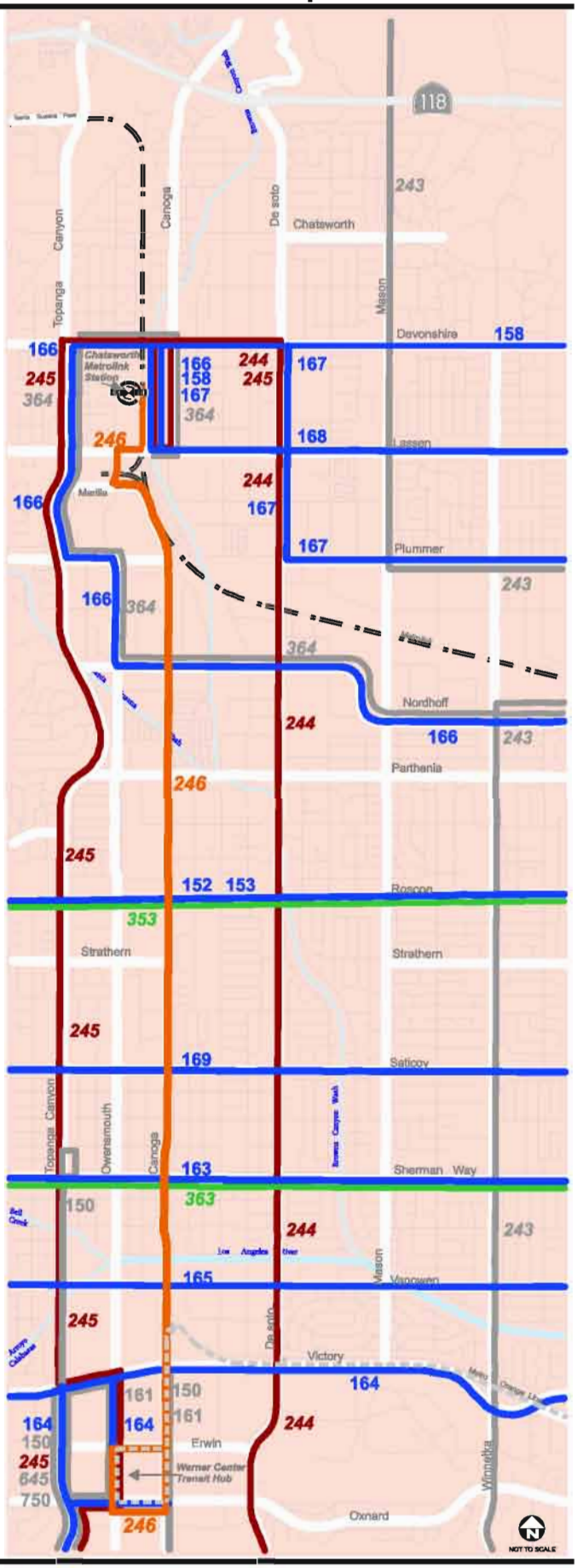
- New Local Route 246 Canoga: Warner Center – Chatsworth Transportation Center
- Existing Metro Routes Frequency Improvements of up half the headway time during the peak hours for the following routes:

  N/S Routes

  De Soto Avenue: Local 244
  Topanga Canyon Boulevard: Local 245

  E/W Routes

  Devonshire/Nordhoff: Locals 158/166
  Lassen/Plummer: Locals 167/168
  Vanowen/Victory: Locals 164/165
  Roscoe: Local 152/153 and Limited 353
  Saticoy: Local 169
  Sherman Way: Local 163 and Limited 363



Legend

- New Local Route 246 (Warner Center - Chatsworth Transportation Center)
- East/West Local Service
- North/South Local Service
- Limited Stop Service
- Metrolink & Metrolink Stations
- Existing Stations (Metro Orange Line)

Source: TMD

3.2.3 Alternatives On Canoga Avenue

3.2.3.1 Alternative 3 Canoga Metro Rapid Bus

Description of Proposed Route – This route would be located primarily on Canoga Avenue extending from Warner Center to the Chatsworth Metrolink Station. Departing Warner Center Transit Hub, the route would utilize Owensmouth Avenue, Erwin Street, and Canoga Avenue. Two options are considered for the final northern segment to connect to the Chatsworth Metrolink Station: (1) buses would use Plummer Street, Owensmouth Avenue, Lassen Street, to Old Depot Road; or (2) buses would use Marilla Street, Owensmouth Avenue and Lassen Street to Old Depot Road. Figure 3-3 illustrates Alternative 3.

Current Metro Lines – No current bus lines.

Type of Service– This route would operate as a typical Metro Rapid service on-street in mixed-flow traffic with Transit Priority Systems and Metro Rapid passenger station amenities for the entire length.

Stops – Stops are proposed at Warner Center, the Canoga Metro Orange Line Station, Sherman Way, Roscoe Boulevard, Nordhoff Street, and the Chatsworth Metrolink Station.

Alternative Route Terminus – The route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an existing park-and-ride lot along Porter Ranch Road, south of SR-118. The bus would run on-street in a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride lot; (2) the buses would use Old Depot Plaza, Devonshire Street and De Soto Avenue, for a De Soto Avenue park-and-ride lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

Intermodal Connections – This route would provide connections to the Chatsworth Metrolink Station, the Warner Center Transit Hub, the Metro Orange Line, and the Ventura Metro Rapid Bus.

Activity Centers – This route provides service to Westfield Shoppingtown Topanga, The Promenade Mall, and the Warner Center office buildings.

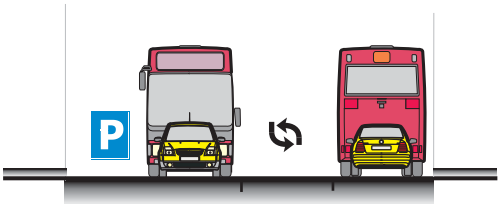
Other Comments – Running a mixed-flow bus on Canoga Avenue during peak periods may result in congested operations, especially on the segment north of Nordhoff Street, where only one traffic lane is provided in each direction.

3.2.3.2 Alternative 4 Canoga Dedicated Lane – On Street

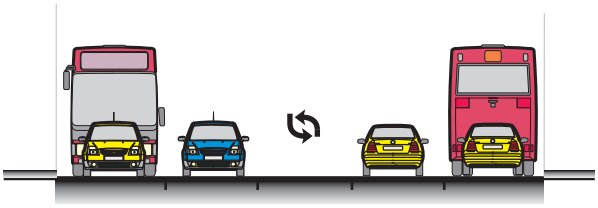
Description of Proposed Route – This route would be located primarily on Canoga Avenue extending from Warner Center to the Chatsworth Metrolink Station. Departing Warner Center Transit Hub, the route would utilize Owensmouth Avenue, Erwin Street, and Canoga Avenue. Two options are considered for the final northern segment to connect to the Chatsworth Metrolink Station: (1) buses would use Plummer Street, Owensmouth Avenue, Lassen Street, to Old Depot Road; or (2) buses would use Marilla Street, Owensmouth Avenue and Lassen Street to Old Depot Road. Figure 3-4 illustrates Alternative 4.

Alternative 3
Canoga Metro Rapid Bus

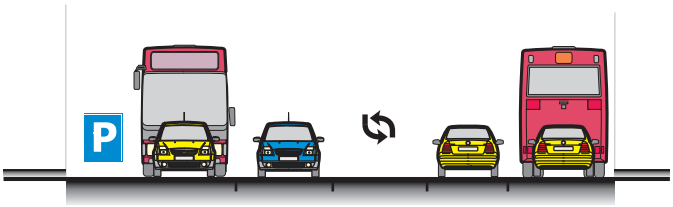
Metro Rapid service running on-street in mixed traffic and stopping at regular bus stops



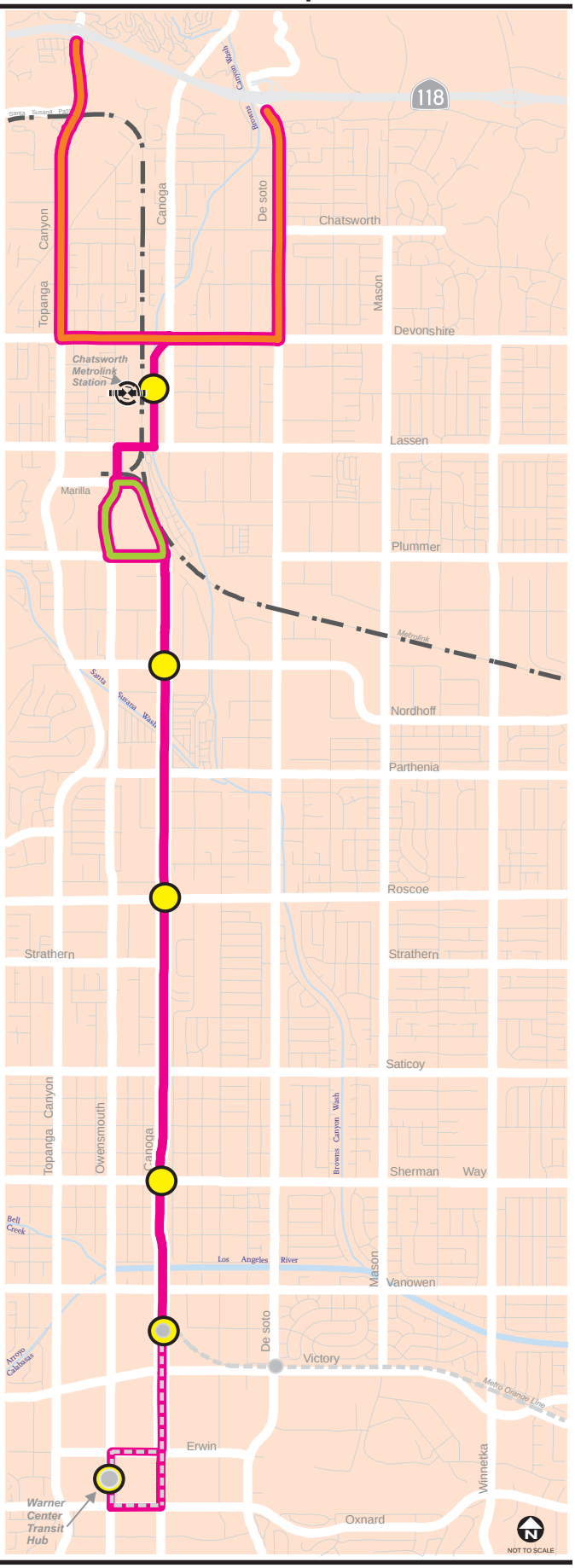
Canoga Avenue
North of Nordhoff St



Canoga Avenue
From Keswick St to Ignomar St &
From Parthenia St to Obsorne St



Canoga Avenue
Predominant Cross Section



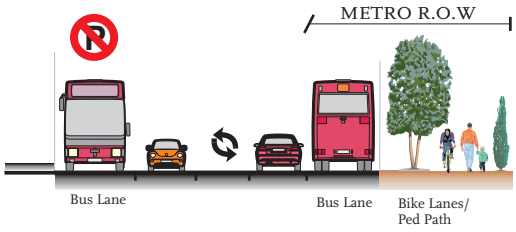
Legend

- Main Route
- SR-118 Park & Ride Lot Connection Options
- Metrolink Chatsworth Station Access Options
- Metrolink & Metrolink Stations
- Proposed Stations
- Existing Stations (Metro Orange Line)
- Two-way Left Turn Lane
- Parking

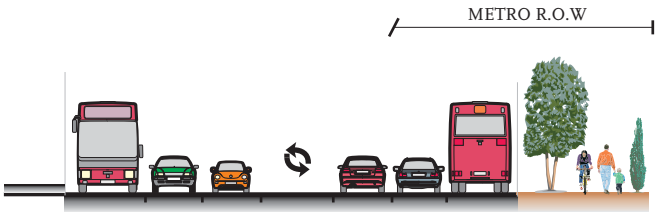
Source: ITERIS

Alternative 4
Canoga Dedicated Lane - On Street

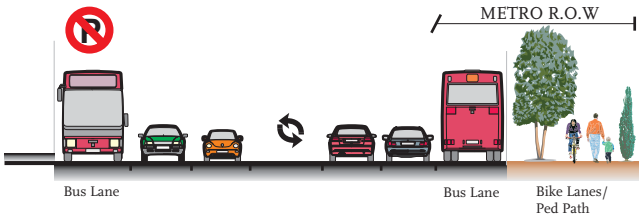
Metro Rapid service running on a Bus-Only lane and stopping at regular bus stops



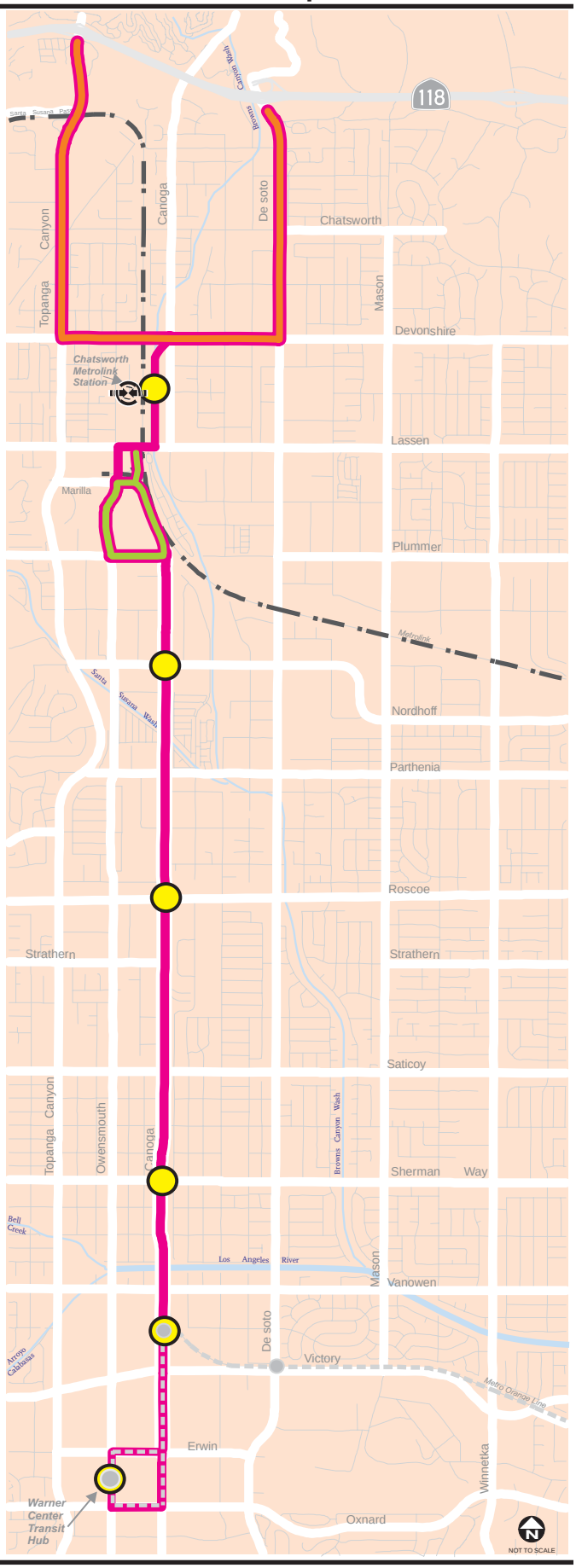
Canoga Avenue
North of Nordhoff St



Canoga Avenue
From Keswick St to Ignomar St &
From Parthenia St to Obsorne St



Canoga Avenue
Predominant Cross Section



Legend

- Main Route
- SR-118 Park & Ride Lot Connection Options
- Metrolink Chatsworth Station Access Options
- Metrolink & Metrolink Stations
- Proposed Stations
- Existing Stations (Metro Orange Line)
- Two-way Left Turn Lane
- Convert Parking to Bus Only Lane

Source: ITERIS

Current Metro Lines – No current bus lines.

Type of Service – Same Metro Rapid service as Alternative 3 with a southbound Bus Lane along Canoga Avenue provided by prohibiting parking during peak periods; a northbound Bus Lane would be provided by encroaching into the Metro-owned right-of-way to widen Canoga Avenue. On all other segments of the route, the bus would run on-street in mixed-flow traffic with Transit Priority Systems for the entire length.

Stations – Stations are proposed at Warner Center, the Canoga Metro Orange Line Station, Sherman Way, Roscoe Boulevard, Nordhoff Street, and the Chatsworth Metrolink Station.

Alternative Route Terminus – The route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an existing park-and-ride lot along Porter Ranch Road., south of SR-118. The bus would run on-street on a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street, and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride Lot; (2) the buses would use Old Depot Plaza, Devonshire Street and De Soto Avenue, for a De Soto Avenue lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

Intermodal Connections – This route would provide connections to the Chatsworth Metrolink Station, the Warner Center Transit Hub, the Metro Orange Line, and the Ventura Metro Rapid Bus.

Activity Centers – This route provides service to Westfield Shoppingtown Topanga, The Promenade Mall, and the Warner Center office buildings.

Other Comments – This alternative could potentially provide a parallel off-street bike/pedestrian path. There are existing businesses in the right-of-way that lease the land from Metro and many would be displaced if the ROW is used for an extra lane and a bikeway. Additional widening of Canoga Avenue into the railroad ROW would also occur at stations to accommodate the 15'foot wide platforms similar to the existing Metro Orange Line stations.

3.2.3.3 Alternative 5 Canoga Off-Street Busway (MOL Extension)

Description of Proposed Route – The route would extend the existing Metro Orange Line north on the abandoned railroad right-of-way, paralleling Canoga Avenue, to the Chatsworth Metrolink Station.

Two options are considered for the operational interface of the route with the existing Metro Orange Line at the Canoga station:

(1) Integrated operation with existing Metro Orange Line such that Chatsworth buses operate alternately directly to North Hollywood or Warner Center Transit Hub via the existing MOL alignment; or

(2) Independent BRT route operating between Chatsworth and Warner Center, with service to North Hollywood provided with connections to the existing MOL at Canoga Station.

Four options are considered for the northern segment to connect to the Chatsworth Metrolink Station: (1) a grade-separated busway at the Metrolink rail alignment and possibly Lassen Street directly into the Chatsworth Metrolink Station; (2) the busway would end at Plummer Street and buses would use Plummer Street, Owensmouth Avenue, Lassen Street and Old Depot Road; (3) the

busway would end at Marilla Street and buses would use Marilla Street, Owensmouth Avenue, Lassen Street and Old Depot Road; or (4) the busway would continue north of Marilla Street, running parallel to the Metrolink tracks and connect to the Chatsworth Metrolink Station after crossing Lassen Street. Figure 3-5 illustrates Alternative 5.

Current Metro Lines – No current bus lines.

Type of Service – This route would run on a separated busway to be constructed along the abandoned railroad right-of-way, alongside Canoga Avenue. On all other optional segments of the route, the bus would run on-street in mixed-flow traffic with Transit Priority Systems for the entire length.

Stations – Stations are located at the Warner Center Transit Hub, Canoga Metro Orange Line Station, Sherman Way, Roscoe Boulevard, Nordhoff Street and the Chatsworth Metrolink Station.

Alternative Route Terminus – The route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an existing park-and-ride lot along Porter Ranch Road., south of SR-118. The bus would run on-street on a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride lot; (2) the buses would use Old Depot Plaza, Devonshire Street and De Soto Avenue, for a De Soto Avenue park-and-ride lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

Intermodal Connections – This route would provide connections to the Chatsworth Metrolink Station, the Warner Center Transit Hub, the Metro Orange Line, and the Ventura Metro Rapid Bus.

Activity Centers – This route provides service to Westfield Shoppingtown Topanga, The Promenade Mall, and the Warner Center office buildings.

Other Comments– This route would provide a separate exclusive busway and parallel off-street bikeway. It connects to the end of the Metro Orange Line Busway and the Ventura County Metrolink Line. There is also the potential for park-and-ride lots at several locations along this Metro-owned right-of-way. There are existing businesses in the right-of-way that lease the land from Metro and many would be displaced if the ROW is used for a busway.

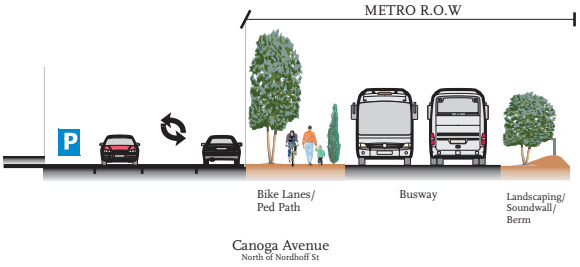
3.2.4 Alternatives On De Soto Avenue

3.2.4.1 Alternative 6 De Soto Metro Rapid Bus

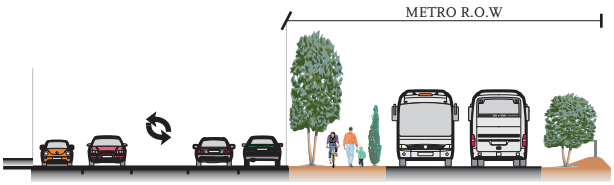
Description of Proposed Route – This route would operate primarily on De Soto Avenue between Chatsworth and the De Soto Metro Orange Line station. Two options are considered for the final northern segment to connect to the Chatsworth Metrolink Station: (1) buses would use Lassen Street, to Old Depot Road; or (2) buses would use Devonshire Street to Old Depot Road. Figure 3-6 illustrates Alternative 6.

Alternative 5
Canoga Ave Off - Street Busway
Metro Orange Line Extension

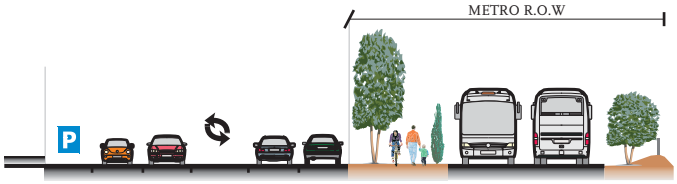
Northern extension of the existing Metro Orange Line
to the Metrolink Chatsworth Station
through an off-street Metro-owned right-of-way



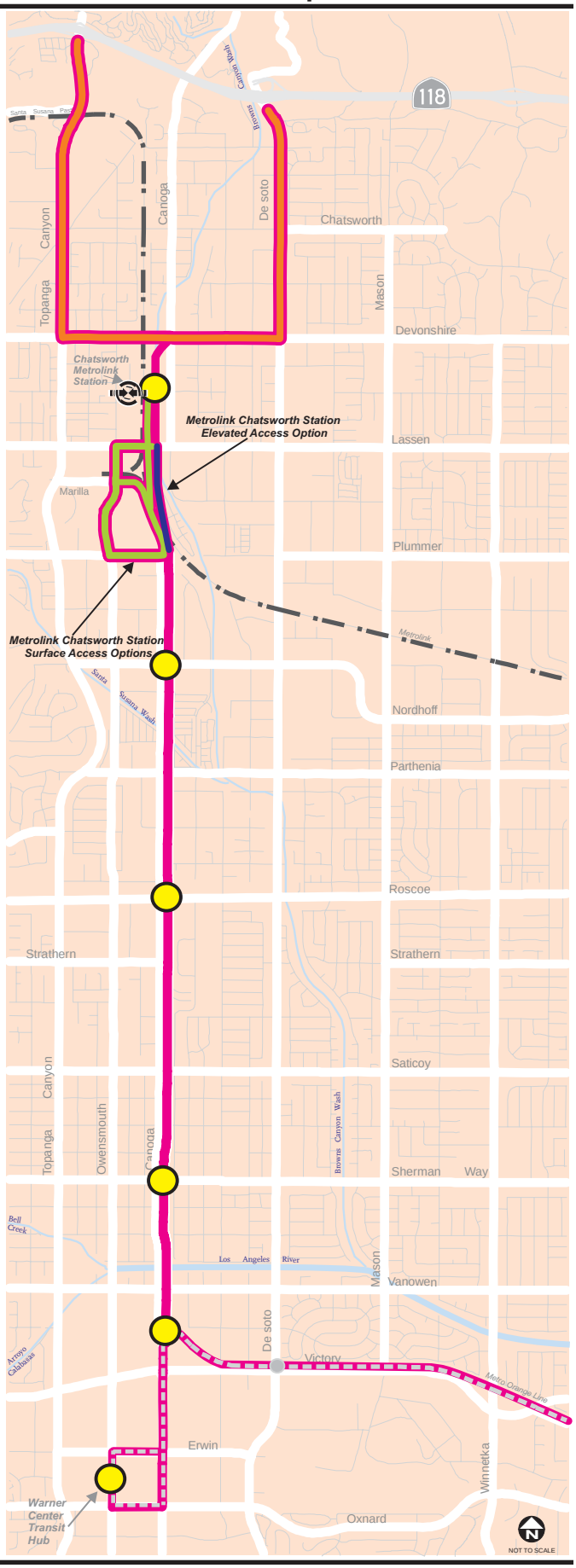
Canoga Avenue
North of Nordhoff St



Canoga Avenue
From Keswick St to Ignomar St &
From Parthenia St to Obsorne St



Canoga Avenue
Predominant Cross Section



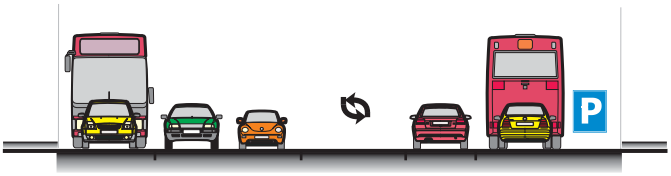
Legend

- Main Route
- SR-118 Park & Ride Lot Connection Options
- Metrolink Chatsworth Station Access Options
- Metrolink & Metrolink Stations
- Proposed Stations
- Existing Stations (Metro Orange Line)
- Two-way Left Turn Lane
- Parking

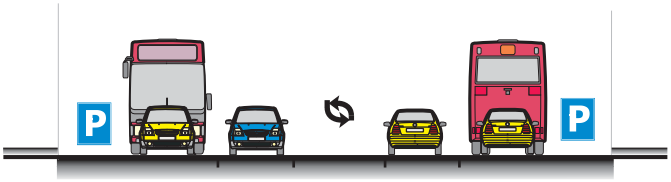
Source: ITERIS

Alternative 6
De Soto Metro Rapid Bus

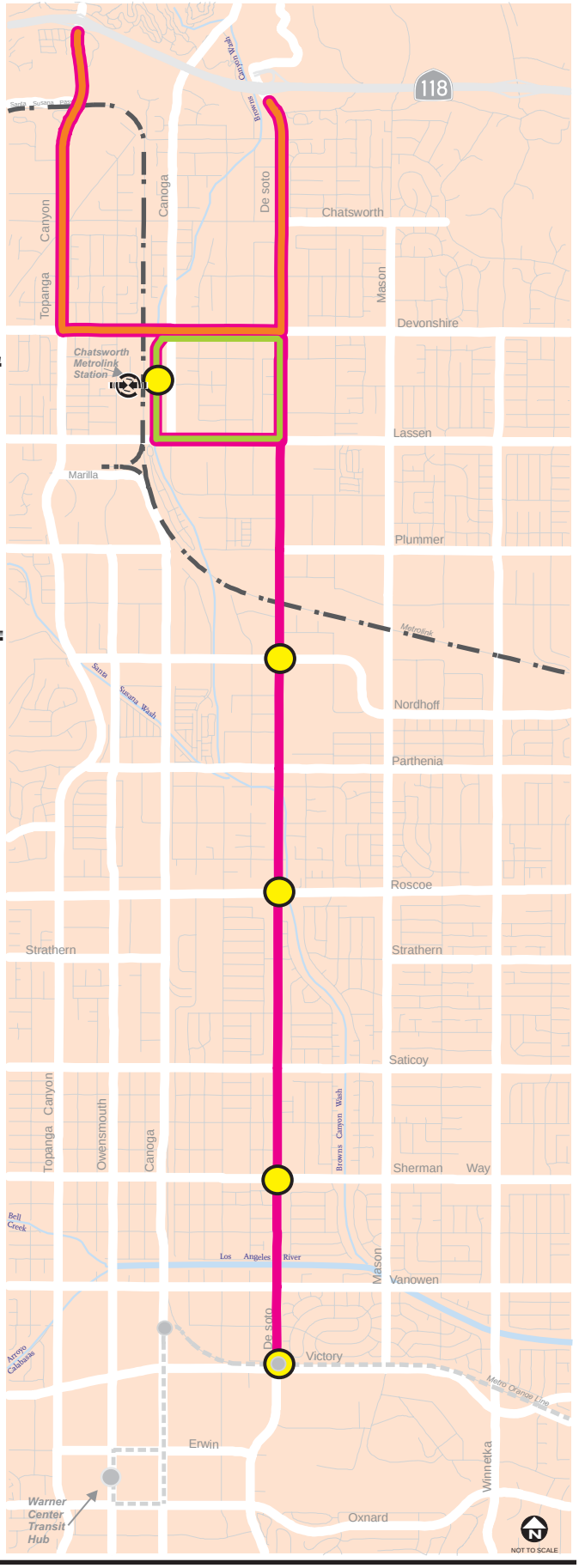
Metro Rapid service running on-street in mixed traffic and stopping at regular bus stops



De Soto Avenue
From Fairchild Ave to Roscoe Blvd &
From Osborne St to Nordhoff St



De Soto Avenue (Non-Peak Periods)
Predominant Cross Section



Legend

- Main Route
- SR-118 Park & Ride Lot Connection Options
- Metrolink Chatsworth Station Access Options
- Metrolink & Metrolink Stations
- Proposed Stations
- Existing Stations (Metro Orange Line)
- Two-way Left Turn Lane
- Parking

Source: ITERIS

Current Metro Lines – Metro Lines 167, 244, Santa Clarita Transit 796 and Antelope Valley Transit 787 operate along this route.

Type of Service – This Metro Rapid route would operate as an on-street bus on mixed-flow traffic with Transit Priority Systems and Metro Rapid passenger amenities for the entire length.

Stations – Stations would be located at the De Soto Metro Orange Line Station, Sherman Way, Roscoe Boulevard, Nordhoff Street and the Chatsworth Metrolink Station.

Alternative Route Terminus – The route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an existing park-and-ride lot along Porter Ranch Road., south of SR-118. The bus would run on-street on a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride lot; (2) the buses would use Old Depot Plaza, Devonshire Street and De Soto Avenue, for a De Soto Avenue park-and-ride lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

Intermodal Connections – This route would provide connections to the Chatsworth Metrolink Station and the Metro Orange Line.

Activity Centers – This route provides service to Canoga Park Branch Library, Pierce College and Chatsworth and William Tell Aggeler Opportunity High Schools.

Other Comments– Connections between the Chatsworth Metrolink Station and Warner Center would require a transfer at the De Soto Metro Orange Line station.

3.2.4.2 Alternative 7 De Soto Dedicated Lane – On Street

Description of Proposed Route – This route would operate primarily on De Soto Avenue between Chatsworth and the De Soto Metro Orange Line station. Two options are considered for the final northern segment to connect to the Chatsworth Metrolink Station: (1) buses would use Lassen Street, to Old Depot Road; or (2) buses would use Devonshire Street to Old Depot Road. Figure 3-7 illustrates Alternative 7.

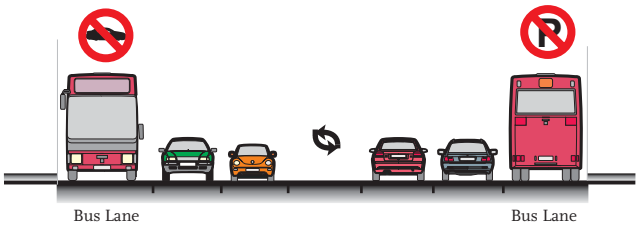
Alternative Route Terminus – The route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an existing park-and-ride lot along Porter Ranch Road, south of SR-118. The bus would run on-street in a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride lot; (2) the buses would use Old Depot Plaza, Devonshire Street and De Soto Avenue, for a De Soto Avenue Park & Ride lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

Current Metro Lines – Metro Lines 167, 244, Santa Clarita Transit 796 and Antelope Valley Transit 787 operate along this route.

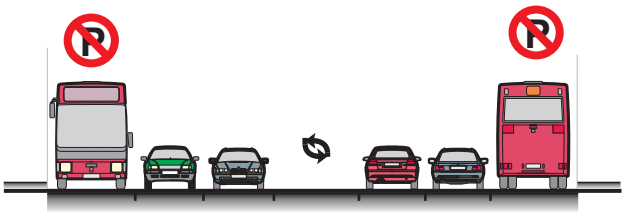
Type of Service – A De Soto Avenue Bus Lane would be provided by prohibiting parking along the route and striping the existing parking lane as a dedicated bus-only lane (also allowing for use by right turning vehicles). In the Southbound direction only, a mixed-flow traffic lane would have to be

Alternative 7
De Soto Dedicated Lane On - Street

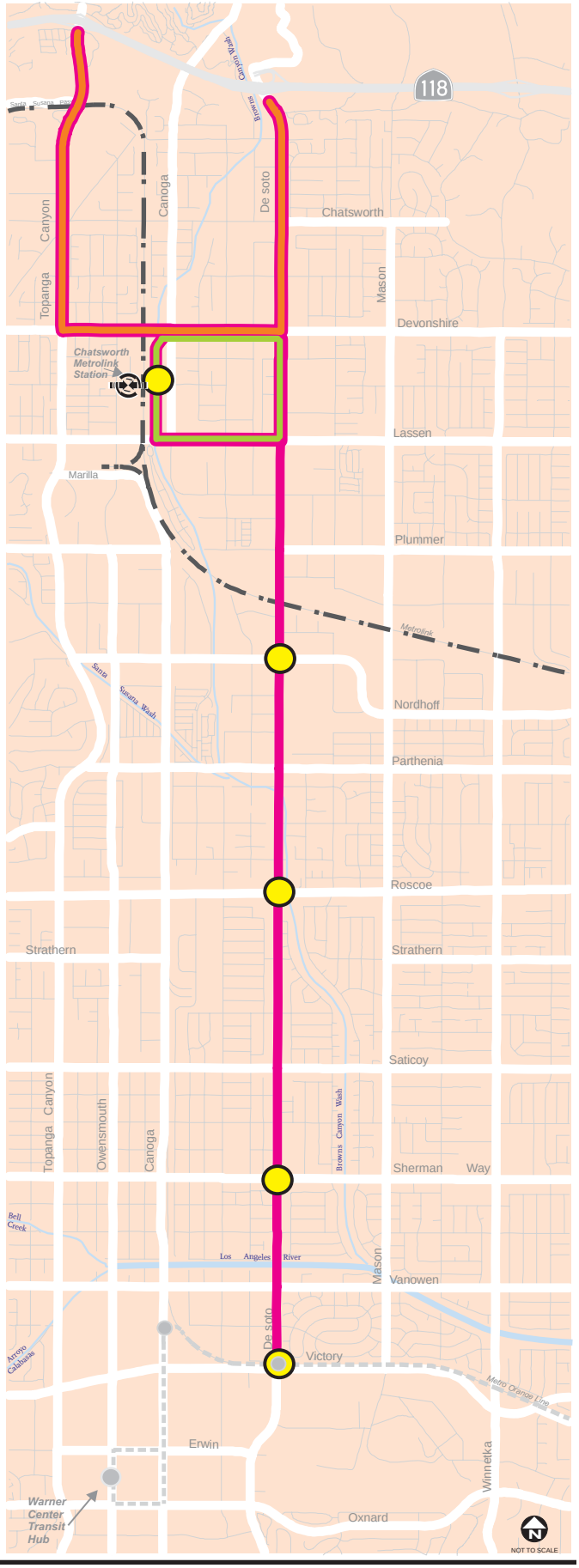
Metro Rapid service running on a Bus-Only lane and stopping at regular bus stops



De Soto Avenue
From Fairchild Ave to Roscoe Blvd &
From Osborne St to Nordhoff St



De Soto Avenue
Predominant Cross Section



Legend

- Main Route
- SR-118 Park & Ride Lot Connection Options
- Metrolink Chatsworth Station Access Options
- Metrolink & Metrolink Stations
- Proposed Stations
- Existing Stations (Metro Orange Line)
- Two-way Left Turn Lane
- No Parking
- Convert Auto Lane to Bus Only Lane

Source: ITERIS

converted to dedicated bus lane along the following segments: from Roscoe Boulevard to Fairchild Avenue and from Nordhoff Street to Osborne Street. On all other segments of the route, the bus would run on-street in mixed-flow traffic with Transit Priority Systems for the entire length.

Stations – Stations would be located at the De Soto Metro Orange Line Station, Sherman Way, Roscoe Boulevard, Nordhoff Street and the Chatsworth Metrolink Station.

Alternative Route Terminus – the route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an existing park-and-ride lot along Porter Ranch Road., south of SR-118. The bus would run on-street on a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride lot; (2) the buses would use Old Depot Plaza, Devonshire Street and De Soto Avenue, for a De Soto Avenue park-and-ride Lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

Intermodal Connections – This route would provide connections to the Chatsworth Metrolink Station and the Metro Orange Line.

Activity Centers – This route provides service to Canoga Park Branch Library, Pierce College and Chatsworth and William Tell Aggeler Opportunity High Schools.

Other Comments– Peak period parking prohibitions are already being implemented on De Soto Avenue, providing three lanes of travel in the peak direction. Restricting parking to provide a Bus Lane would amount to the elimination of a mixed-flow traffic lane during the peak period.

3.2.5 Alternatives On Topanga Canyon Boulevard

3.2.5.1 Alternative 8 Topanga Canyon Metro Rapid Bus

Description of Proposed Route – This route would connect the Metro Orange Line with the Chatsworth Metrolink Station primarily via Topanga Canyon Boulevard. The route would begin at the Warner Center Transit Hub and utilize Owensmouth Avenue, Oxnard Street (Erwin Street to Owensmouth Avenue for southbound), to Topanga Canyon Boulevard. Alternatively, the route would begin at the Metro Orange Line Canoga Station and use Vanowen Street to get to Topanga Canyon Boulevard. Two options are considered for the final northern segment to connect to the Chatsworth Metrolink Station: (1) buses would use Lassen Street, to Old Depot Road; or (2) buses would use Devonshire Street to Old Depot Road. Figure 3-8 illustrates Alternative 8.

Current Metro Lines – Metro Lines 150, 166, 245, 353, 354, 645, 750, Santa Clarita Transit 791 and LADOT Commuter Express 575 operate along this route.

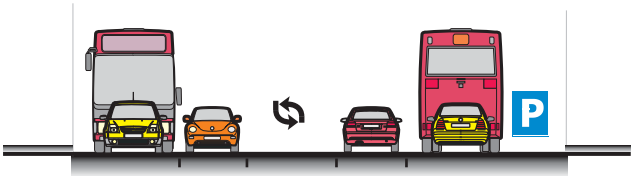
Type of Service – This Metro Rapid route would operate as an on-street bus in mixed-flow traffic with Transit Priority Systems and Metro Rapid passenger amenities for the entire length.

Stations – Stations would be located at the Warner Center Transit Hub, Victory Boulevard, Vanowen Street, Sherman Way, Roscoe Boulevard, Nordhoff Street and the Chatsworth Metrolink Station.

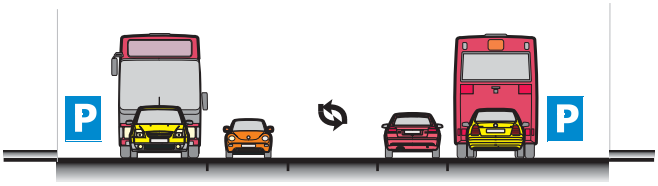
Alternative Route Terminus – The route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an

Alternative 8
Topanga Canyon-Metro Rapid Bus

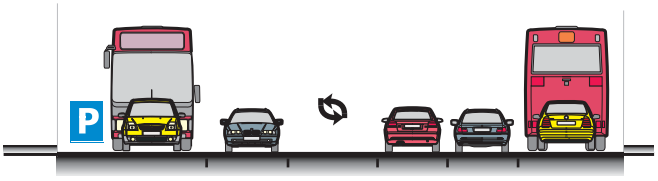
Metro Rapid service running on-street in mixed traffic and stopping at regular bus stops



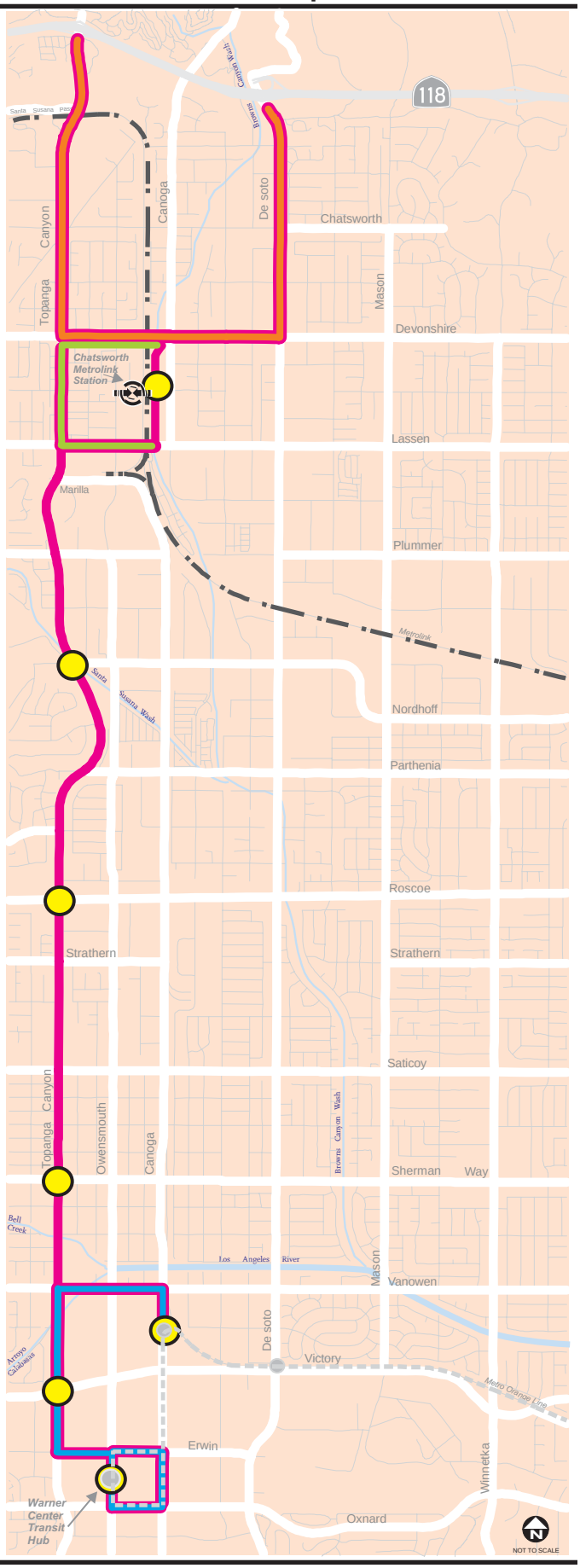
Topanga Canyon Blvd
From Strathern St to Roscoe Blvd,
From Prairie St to Marilla St and
From Andora Ave to Chatsworth St



Topanga Canyon Blvd
Predominant Cross Section



Topanga Canyon Blvd
Victory Blvd to Vanowen St



Legend

- Main Route
- SR-118 Park & Ride Lot Connection Options
- Metrolink Chatsworth Station Access Options
- Metrolink & Metrolink Stations
- Proposed Stations
- Existing Stations (Metro Orange Line)
- Two-way Left Turn Lane
- Parking

Source: ITERIS

existing park-and-ride lot along Porter Ranch Road, south of SR-118. The bus would run on-street in a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride lot; (2) the buses would use Old Depot Plaza, Devonshire Street and De Soto Avenue, for a De Soto Avenue Park & Ride lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

Intermodal Connections – This route would provide connections to the Chatsworth Metrolink Station, Warner Center Transit Hub, Metro Orange Line and Ventura Boulevard Metro Rapid Bus.

Activity Centers – This route provides service to Canoga Park High School, Westfield Shopping Town Topanga, The Promenade Mall, and the Warner Center office buildings.

Other Comments– This route is currently a state highway (Route 27) and obtaining parking prohibitions, additional ROW for stations, special signal timing to expedite bus flow would require coordination with and approval by Caltrans.

3.2.5.2 Alternative 9 Topanga Canyon Dedicated Lane – On Street

Description of Proposed Route – This route would connect the Metro Orange Line with the Chatsworth Metrolink Station primarily via Topanga Canyon Boulevard. The route would begin at the Warner Center Transit Hub and utilize Owensmouth Avenue, Oxnard Street (Erwin Street to Owensmouth Avenue for southbound), to Topanga Canyon Boulevard. Alternatively, the route would start at the Metro Orange Line Canoga Station and use Vanowen Street to get to Topanga Canyon Boulevard. Two options are considered for the final northern segment to connect to the Chatsworth Metrolink Station: (1) buses would use Lassen Street, to Old Depot Road; or (2) buses would use Devonshire Street to Old Depot Road. Figure 3-9 illustrates Alternative 9.

Current Metro Lines – Metro Lines 150, 166, 245, 353, 354, 645, 750, Santa Clarita Transit 791 and LADOT Commuter Express 575 operate along this route.

Type of Busway and Limits –Along Topanga Canyon Boulevard a bus lane would be provided by prohibiting parking on some segments and converting a mixed-flow traffic lane into a dedicated bus lane on others. In the Northbound direction, a mixed-flow traffic lane would have to be converted to a dedicated bus lane along the following segments: from Victory Boulevard to Vanowen Street; from Runnymede Street to Cohasset Street; and from Roscoe Boulevard to Eccles Street. In the Southbound direction, a mixed-flow traffic lane would have to be converted to a dedicated bus lane along the following segments: Marilla Street to Prairie Street and Eccles Street to Strathern Street. On all other segments of the route, the bus would run on-street in mixed-flow traffic with Transit Priority Systems for the entire length.

Stations – Stations would be located at the Warner Center Transit Hub, Victory Boulevard, Vanowen Street, Sherman Way, Roscoe Boulevard, Nordhoff Street and the Chatsworth Metrolink Station.

Alternative Route Terminus – The route could be extended to connect with: a future park-and-ride lot adjacent to State Route 118, either on Topanga Canyon Boulevard or on De Soto Avenue; or an existing park-and-ride lot along Porter Ranch Road., south of SR-118. The bus would run on-street in a mixed-flow lane and the following routing options are considered to provide this connection: (1) the buses would use Old Depot Plaza, Devonshire Street and Topanga Canyon Boulevard, for a Topanga Canyon Boulevard park-and-ride lot; (2) the buses would use Old Depot Plaza, Devonshire Street and

De Soto Avenue, for a De Soto Avenue park-and-ride lot; or (3) the buses would use Old Depot Plaza, Devonshire Street, De Soto Avenue, Rinaldi Avenue and Porter Ranch Road for the existing park-and-ride lot at Porter Ranch Road.

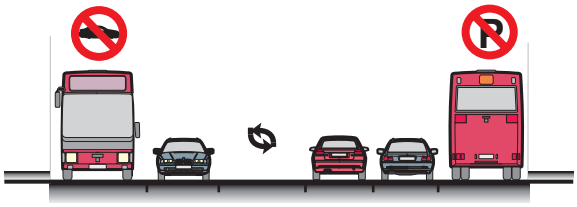
Intermodal Connections – This route would provide connections to the Chatsworth Metrolink Station, Warner Center Transit Hub, Metro Orange Line and Ventura Boulevard Metro Rapid Bus.

Activity Centers – This route provides service to Canoga Park High School, Westfield Shopping Town Topanga, The Promenade Mall, and the Warner Center office buildings.

Other Comments– This route is currently a state highway (Route 27) and obtaining parking prohibitions, additional ROW for stations, special signal timing to expedite bus flow would require coordination with and approval by Caltrans.

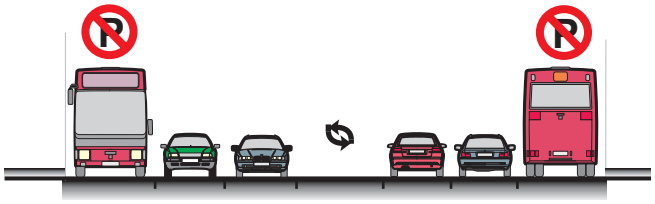
Alternative 9
Topanga Canyon Dedicated - On Street

Metro Rapid service running on a Bus-Only lane and stopping at regular bus stops



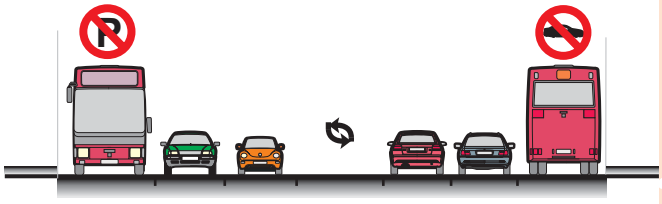
Topanga Canyon Blvd

From Strathern St to Roscoe Blvd,
From Prairie St to Marilla St &
From Andora Ave to Chatsworth St



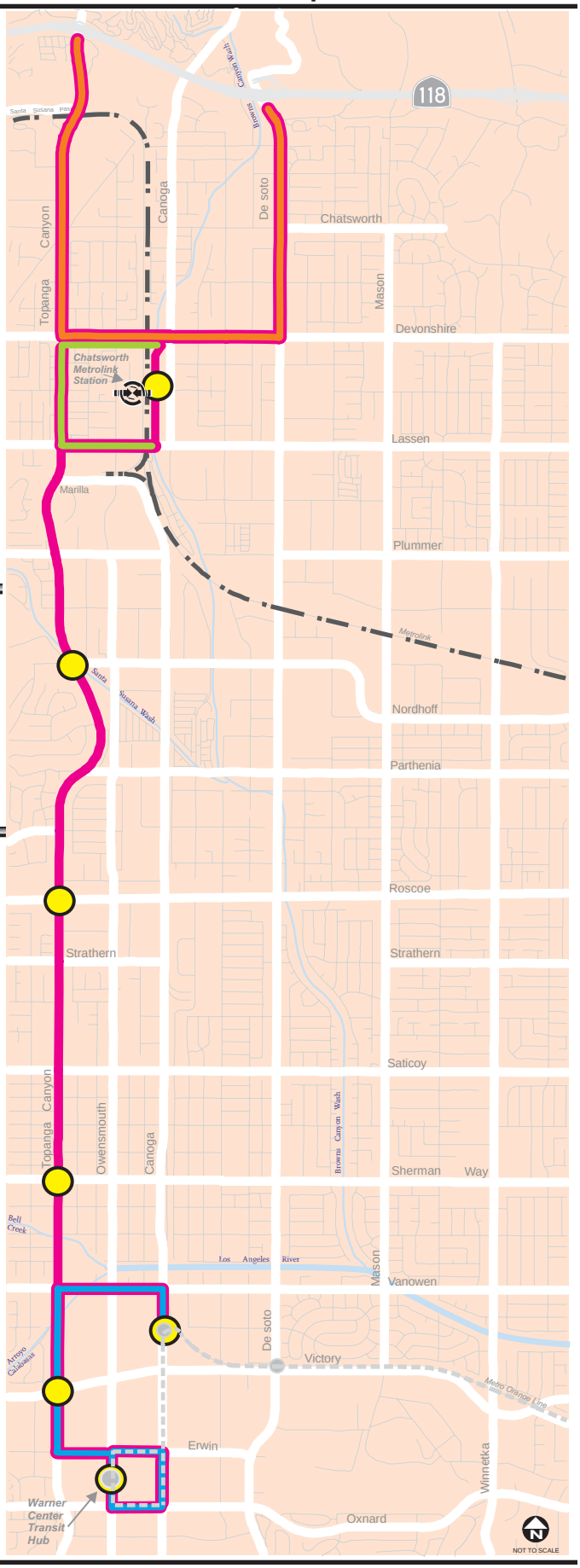
Topanga Canyon Blvd

Predominant Cross Section



Topanga Canyon Blvd

Victory Blvd to Vanowen St



Legend

- Main Route
- SR-118 Park & Ride Lot Connection Options
- Metrolink Chatsworth Station Access Options
- Metrolink & Metrolink Stations
- Proposed Stations
- Existing Stations (Metro Orange Line)
- Two-way Left Turn Lane
- Convert Parking to Bus Only Lane

Source: ITERIS

4.0 SCREENING OF ALTERNATIVES

4.1 OVERVIEW OF THE SCREENING PROCESS

As described in Section 3 "Description of Alternatives", eight alternatives along three different corridors and a TSM alternative were identified through the alternatives development process. In order to identify the alternatives that represented the highest opportunity for successful high-capacity transit service, a qualitative assessment of the three corridors and the TSM alternative was conducted. Based on a number of evaluation criteria, this screening process intended to identify which corridors, and thereby which alternatives, appeared to warrant a continuation of the analysis into the environmental review phase. It is a mandatory element of an Environmental Impact Report (EIR) to assess a No-Project Alternative, so this alternative was not subject to the screening process. Following this screening process, the remaining corridors/alternatives will be taken to the next step, in terms of developing more detailed plans for the improvements of each corridor alternative and evaluating each in greater detail in the EIR.

4.2 METHODOLOGY

Twenty four evaluation criteria were developed to allow the team to qualitatively assess how well the corridors would meet the goals and objectives of the project. The evaluation criteria included:

- Serves Population Density
- Serves Employment Density
- Serves Transit Dependent Population
- Serves Activity Centers
- Consistency with Regional Plans
- Consistency with Land Use Plans
- Redevelopment Project Potential
- Joint-Development Project Potential
- Utilizes Existing Transit Priority System
- Serves High Traffic Volume Corridor
- Has Opportunities for Dedicated Lanes
- Has potential for the development of park-and-ride lots
- Complements/Connects Existing Transit Routes
- Exhibits High Ridership Potential
- Meets Metro Rapid Bus Board approved Criteria
- Has potential for conversion into a Light Rail Transit corridor
- Enhances Network Connectivity
- Consistency with Long Range Transportation Plans
- Opportunities for Bicycle and Pedestrian Paths
- Serves Transit/Pedestrian Oriented Development
- Opportunities for Urban Design Enhancements
- Potential for Significant Environmental Impacts
- Cost-Effectiveness

- Input from Elected Officials
- Input from the Public

Given the preliminary nature of the evaluation process, no attempt is made to quantify the measures, but rather, the evaluation is based on engineering judgment and knowledge of the Study Area; the corridors were rated relative to one another on how they would best perform with respect to each evaluation criteria.

Table 4-1 provides a summary evaluation of the three corridors considered. The more "dots", the more that alternative satisfies the evaluation criteria. A description of the relative rankings of the corridors in each issue area follows.

Table 4-1 Corridor Evaluation

EVALUATION CRITERIA	TSM	Canoga	De Soto	Topanga Canyon
Serves Population Density	●●●	●●	●●	●●
Serves Employment Density	●●●	●●●	●●	●●
Serves Transit Dependent Population	●●●	●●	●	●●
Serves Activity Centers	●●●	●●●	●●	●●
Consistency with Regional Plans	●●	●●●	●	●
Consistency with Land Use Plans	●●	●●●	●	●●
Redevelopment Project Potential	●	●●●	●	●
Joint-Development Project Potential	●	●●●	●	●●
Utilizes Existing Transit Priority System	●●	●	●	●●●
Serves High Traffic Volume Corridor	●●	●●●	●	●
Has Opportunities for Dedicated Lanes	●	●●●	●	●
Has potential for the development of park-and-ride lots	●	●●●	●	●
Complements/Connects Existing Transit Routes	●●	●●●	●●	●●
Exhibits High Ridership Potential	●●	●●●	●	●●
Meets Metro Rapid Bus Board approved Criteria	●	●	●	●
Has potential for conversion into a Light Rail Transit corridor	●	●●●	●	●
Enhances Network Connectivity	●●	●●●	●●	●●●
Consistency with Long Range Transportation Plans	●●	●●	●●	●●
Opportunities for Bicycle and Pedestrian Paths	●●	●●●	●	●
Serves Transit/Pedestrian Oriented Development	●●	●●	●	●●
Opportunities for Urban Design Enhancements	●	●●●	●●	●●
Potential for Significant Environmental Impacts	●●●	●●	●●	●●
Cost-Effectiveness	●●●	●●	●●●	●●●
Input from Elected Officials	●●	●●●	●	●
Input from the Public	●●	●●●	●	●
Total Score	**49**	**65**	**35**	**43**

Key

High - ●●●

Medium - ●●

Low - ●

4.3 EVALUATION

4.3.1 Demographics

Demographic factors have a direct correlation to the success of a transit route, and must be considered when making a determination as to where to place new service. Using Geographic Information Systems technology, thematic maps were produced of the Study Area, and demographic factors were plotted on them. See Figure 2-2, Figure 2-3 and Figure 2-4.

4.3.1.1 Population Density

Population density, the number of people living on an acre of land, was visually examined for each of the candidate corridors. Figure 2-2 presented the population density of the Study Area at the census tract level in the following categories:

- 0-10 persons per acre
- 10-20 persons per acre
- 20-50 persons per acre
- 50 or greater persons per acre

The corridors were evaluated on how many of the high-density census tracts they would serve. Those sub-corridors serving areas of high population density ranked the highest. The De Soto corridor serves areas of lower density population and was rated "medium" relative to the other corridors. The Topanga Canyon and Canoga corridors both serve higher density census tracts and were ranked as "high". The TSM Alternative was also rated "high" because it serves many parts of the Study Area.

4.3.1.2 Employment Density

Employment density, the number of jobs per acre, is also an important predictor of transit ridership, as people need to get to and from work. For a given census tract, the employment density was determined to be:

- 0-10 jobs
- 10-20 jobs
- 20-50 jobs
- > 50 jobs

The corridors were evaluated on how many of the higher-density employment zones they would serve. Those corridors serving areas of higher employment density ranked most highly. The alternatives along the Topanga Canyon corridor would serve Warner Center and portions of the Chatsworth industrial area. The Canoga corridor would serve Warner Center, the Chatsworth industrial area and several high-employment concentration zones along Canoga Avenue. The alternatives along the De Soto corridor would serve mainly the Chatsworth Industrial Area. The TSM Alternative was rated "high" because it serves all the employment centers the other alternatives serve.

4.3.1.3 Transit Dependant Population

One of the primary goals of transit service is to provide for the mobility needs of those youth and seniors who do not drive an automobile. These demographic groups are termed "transit-dependent" population (those younger than 15 years old and those over 64 years old). Households without access to a car and those below the poverty line are also typically dependent on transit. A composite measure of these factors was created as a Transit Dependency Index (See Figure 2-4) using data derived from the 2000 census. The census tracts were rated from Far below Average, meaning little dependency on transit, to Far above Average, meaning many households were dependent upon transit.

Each of the candidate corridors was evaluated, and those corridors which passed through areas having a high concentration of transit-dependent populations were ranked the highest. The Canoga and Topanga Canyon corridors were rated highest. The alternatives along the De Soto corridor served the least number of transit dependent population and this corridor was therefore ranked "low". The TSM Alternative was also rated "high" because it serves many parts of the Study Area.

Table 4-2 summarizes the ratings of the corridors on demographic factors.

Table 4-2 Demographic Factors

Criteria/Corridor	TSM	Canoga	De Soto	Topanga Canyon
DEMOGRAPHIC FACTORS				
Population Density	●●●	●●	●●	●●
Employment Density	●●●	●●●	●●	●●
Transit Dependent Population	●●●	●●	●	●●
Scoring Factors:				
High 3 - ●●●				
Medium 2 - ●●				
Low 1 - ●				

4.3.2 Land Use Plans And Policies

4.3.2.1 Activity Centers

The success of any transit service is strongly dependant on its ability to link origin points with destinations points. Those routes, which help to link the greatest number of origins and destinations, have the potential for higher ridership. Those that serve major activity centers may also require higher-capacity transit services, like Metro Rapid Bus, because of the concentration of activity and potential peaked ridership at such centers. Therefore, when evaluating the candidate corridors, it was important to take into consideration the number and type of activity centers along each corridor.

Activity centers and intermodal facilities served by each corridor are summarized in Table 4-3.

Table 4-3 Activity Centers

CORRIDOR/ALTERNATIVES	MAJOR ACTIVITY CENTERS	INTERMODAL CONNECTIONS
TSM	Serves all activity centers	Serves all intermodal facilities
Canoga	Westfield Shoppingtown Topanga	Chatsworth Metrolink Station
	The Promenade Mall	Metro Orange Line
	New Academy High School	Warner Center Transit Hub
	Warner Center office buildings	Ventura Blvd. Metro Rapid Bus
De Soto	Chatsworth High School	Metro Orange Line
	William Tell Aggeler Opportunity High School	Chatsworth Metrolink Station
	Canoga Park Branch Library	
	Pierce College	
Topanga Canyon	Canoga Park High School	Metro Orange Line
	Westfield Shopping Town Topanga	Warner Center Transit Hub
	The Promenade Mall	Ventura Blvd. Metro Rapid Bus
	Warner Center office buildings	Chatsworth Metrolink Station

Both the Canoga and Topanga Canyon corridors serve regionally-significant activity centers within the Warner Center area. The De Soto corridor serves mainly local activity centers (e.g. schools and a library), but also serves Pierce College, a regionally-significant community college. The TSM Alternative was ranked "high" because it serves all activity centers.

4.3.2.2 Regional Plans

Regional Plans address the comprehensive needs of entire regions. The Southern California Association of Governments (SCAG), as the designated Metropolitan Planning Organization (MPO) for the Los Angeles region, develops plans that provide a framework for local and regional development. Each corridor was evaluated for its consistency with the goals, policies and strategies contained in SCAG's regional plans (i.e. Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Blueprint 2% Strategy). The Canoga corridor was ranked "high" because it is specifically identified by SCAG's Compass Blueprint 2% Strategy as a 2% Opportunity

Area (this assumes high-capacity transit service would be provided along the Metro-owned right-of-way that parallels Canoga Avenue). The Topanga Canyon and De Soto corridors were ranked "low" because neither corridor has been prioritized in regional planning efforts. The TSM Alternative was assigned a "medium", neutral rating because increased transit service promotes the regional goal of increase transit usage.

4.3.2.3 Land Use Plans

City of Los Angeles General Plan

Through its goals, objectives and policies, the General Plan establishes the vision for the future of the City. The Los Angeles General Plan Framework (Framework) is a special purpose element of the General Plan that establishes development policy related to growth based on population and employment growth projections at a citywide level. The Framework identifies, and provides incentives for growth in commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. Candidate corridors were ranked "low", "medium" or "high" as to how well they served mixed-use centers and boulevards identified in the Framework. The Framework identifies Warner Center as a "Regional Center"; Downtown Canoga Park as a "Community Center"; and Topanga Canyon Boulevard, between Vanowen Street and Saticoy Street as a "Mixed Use Boulevard". Both the Topanga Canyon and Canoga corridors serve Warner Center and Downtown Canoga Park. The TSM Alternative would serve all mixed-use centers and boulevards.

City of Los Angeles Community Plans

Community Plans help to guide the current and future planning efforts of a community. Many communities include a transit component to help channel growth and development. This would be reviewed to ensure consistency between transit planning and the plans of the city through which the service passed. The Canoga Transportation Corridor lies within two Community Plan areas in the City of Los Angeles: Chatsworth-Porter Ranch and Canoga-Park-Winnetka-Woodland Hills-West Hills. Candidate corridors were ranked "low", "medium" or "high" as to how well they helped to meet the goals as expressed in the community plans. The Canoga Avenue corridor was ranked "high" because both community plans recognize the importance of the Metro-owned right-of-way as an area of opportunity for the development of transit service that is supportive of the area's activity centers.

4.3.2.4 Redevelopment Project Areas/Joint Development

Provision of new or additional transit service in a redevelopment area can help to address some of the concerns underlying the redevelopment effort. This could include such concerns as desire for economic development (jobs creation), or to improve the mobility of the citizens living in that area. The southern portion of the Canoga Transportation Corridor lies within the Reseda/Canoga Park Redevelopment Project Area. Candidate corridors were evaluated on their ability to help contribute to the reduction of blight. Given the availability of Metro-owned land along the Canoga corridor, and the development opportunities this presents, Canoga Avenue corridor was ranked "high".

Transportation projects also bring the opportunity for joint development, Metro's real property asset development and management program designed to secure the most appropriate private and/or public sector development on Metro-owned property at and adjacent to transit stations and corridors. Metro has successfully developed several sites adjacent to or directly at Metro Rail stations. Candidate

corridors were evaluated on their potential for joint-development projects. Although the project does not include rezoning for development, the Canoga Avenue corridor was ranked "high" due to the availability of Metro-owned land for potential joint developments along the Metro-owned right-of-way. The De Soto corridor provides for limited development potential for surrounding land uses and it was therefore ranked "low". The Topanga Canyon corridor's direct connection to Warner Center could provide for potential development opportunities on surrounding land uses and it was therefore ranked "medium".

Table 4-4 summarizes the ratings of the corridors on land use factors.

Table 4-4 Land Use and Policies

Criteria/Corridor	TSM	Canoga	De Soto	Topanga Canyon
LAND USE PLANS & POLICIES				
Activity Centers	●●●	●●●	●●	●●●
Regional Plans	●●	●●●	●	●
Land Use Plans	●●	●●●	●	●●
Redevelopment Project Areas	●	●●●	●	●
Joint Development	●	●●●	●	●●
Scoring Factors:				
High 3 - ●●●				
Medium 2 - ●●				
Low 1 - ●				

4.3.3 Transportation Features

4.3.3.1 Existing Transit Priority System

It is possible to provide transit service with priority signalization at intersections. Such priority signals can give a bus extra time to clear an intersection (and get to the stop on the opposite corner), or can give a bus an early green light so it gets a "head-start" over other traffic. Candidate corridors were evaluated to determine whether or not such priority signalization exists on that route. Topanga Canyon Boulevard is the only existing Transit Priority corridor in the Study Area. The Canoga Avenue and De Soto corridors were rated as "low" because they do not have transit signal priority (TSP) programmed. The TSM Alternative was assigned a "medium", neutral rating because is also serves Topanga Canyon Boulevard.

4.3.3.2 Existing Traffic Volumes

Existing traffic volumes were gauged to determine the potential impacts on traffic movement and levels of service should a new line be introduced. One of the benefits of Metro Rapid Bus service is its speed, which in a heavily developed area can rival that of a private automobile. But if the transit vehicle is unable to move through traffic efficiently, that benefit is lost. Candidate corridors' average annual daily total (ADT) volumes were reviewed. Those corridors with a high ADT reflected the potential for slower transit operations and were rated lower than low-volume streets. Furthermore, travel time studies were conducted on the three corridors to determine which corridor would represent the greatest opportunity for fastest north-south travel by bus.

Table 4-5 North-South Estimated Transit Travel Time

		7-9 AM		11:30-1:30 MID-DAY		4-6 PM	
Corridors	**Segment Length**	**Travel Time (mins) [3]**	**Average Speed (mi/hr)**	**Travel Time (mins) [3]**	**Average Speed (mi/hr)**	**Travel Time (mins) [3]**	**Average Speed (mi/hr)**
De Soto Avenue [1]							
From De Soto Metro Orange Line Station to Chatsworth Metrolink Station	5.6	19.25	17	19.78	17	18.56	18
From Chatsworth Metrolink Station to De Soto Metro Orange Line Station	5.6	19.74	17	20.57	16	18.34	18
From Chatsworth Metrolink Station to SR-118	2.1	8.69	14	7.71	16	9.52	13
From SR-118 to Chatsworth Metrolink Station	2.1	10.53	12	7.88	16	7.32	17
Canoga Avenue [2]							
From Canoga Metro Orange Line Station to Chatsworth Metrolink Station	4.7	13.93	20	13.84	20	17.00	17
From Chatsworth Metrolink Station to Canoga Metro Orange Line Station	4.7	17.03	17	14.41	20	16.26	17
Topanga Canyon Boulevard [1]							
From Warner Center Metro Orange Line Station to Chatsworth Metrolink Station	6.4	19.51	20	18.35	21	21.76	18
From Chatsworth Metrolink Station to Warner Center Metro Orange Line Station	6.4	22.69	17	21.29	18	21.28	18
From Chatsworth Metrolink Station to SR-118	2.2	7.72	17	7.43	18	8.86	15
From SR-118 to Chatsworth Metrolink Station	2.2	7.72	17	7.62	17	7.73	17

Notes:
1: Utilized Devonshire Street to access the Metrolink Station
2: Utilized Marilla and Lassen Street to access the Metrolink Station
3: Assumes 30-second dwell time at each station

The Topanga Canyon and De Soto corridors were ranked "low" given their relative higher level of congestion and the slower estimated travel time. On-street service alternatives along those corridors would be negatively impacted by the high levels of congestion. The TSM Alternative was assigned a "medium", neutral rating because it serves all three corridors.

4.3.3.3 Opportunities for Dedicated Lanes

Another way to help meet the need for transit vehicles to move through traffic quickly is by giving them a dedicated lane on which to operate. Since dedicated-lane service alternatives are being considered for all three corridors, the candidate corridors were analyzed to judge whether or not it would be physically possible (given the road width, medians, and setback or surrounding buildings and businesses) to provide such a dedicated lane, or whether the traffic volumes and level of service would be overly impacted by the dedication of a lane (in either or both directions) to transit. Canoga Avenue ranked "high" because of the availability of Metro-owned right-of-way for the creation of dedicated lanes. Dedicating bus lanes along Topanga Canyon Boulevard and De Soto Avenue would imply eliminating a parking lane or a general traffic lane. Therefore, these two corridors were ranked "low".

4.3.3.4 Opportunities for Park-and-Ride Lots

Park and Ride lots can help generate a greater ridership by allowing people to drive to and from a transit station/stop. The candidate corridors were analyzed to determine whether opportunities for park-and-ride lots existed along their lengths. Canoga Avenue was ranked "high" relative to the other two corridors because it is the only corridor with potential for park-and-ride lots along the route, given the availability of Metro-owned land. Table 4-6 indicates the ratings for the transportation features described above.

Table 4-6 Transportation Features

Criteria/Corridor	TSM	Canoga	De Soto	Topanga Canyon
LAND USE PLANS & POLICIES				
Existing Transit Priority System	●●	●	●	●●●
Existing Traffic Volumes	●●	●●●	●	●
Opportunities for Dedicated Lane	●	●●●	●	●
Opportunities for Park-And-Ride Lots	●	●●●	●	●
Scoring Factors:				
High 3 - ●●●				
Medium 2 - ●●				
Low 1 - ●				

4.3.4 Transit Service And Ridership

4.3.4.1 Existing Routes – Complementary of Competitive

When evaluating the potential benefits of a new transit line, care has to be taken not to grow ridership on the new line at the expense of an existing one. The candidate corridors were evaluated to note the presence of nearby service, and whether that service would be complementary (meaning both services would benefit because riders could transfer easily between them, and reach additional destinations more efficiently than would be otherwise possible), or competitive (meaning both serve the same population and activity centers/destinations) and a gain for one is a loss for the other. This inefficiency greatly increases costs of transit operation. The competitive analysis was geared toward competing express services, not local service. A competitive corridor is ranked low and a complementary corridor is ranked high. Both De Soto and Topanga Canyon corridors were ranked "medium" because they are both already served by local routes. Express service would become competitive and have a negative impact on the existing routes. Canoga Avenue was ranked "high" because no local routes currently serve the corridor and any new service would complement the existing service along De Soto Avenue and Topanga Canyon Boulevard. The TSM Alternative was assigned a "medium", neutral rating because it serves all three corridors.

4.3.4.2 Line-by-Line Ridership Potential

Given the demographic and headway (how frequently the bus operates at a particular stop) factors, an analysis is undertaken to make an estimate of the potential ridership that could exist (it includes both the transit dependent population and a percentage of those who might be induced to take transit rather than driving a private automobile). This qualitative assessment represented a combination of the scores for the population and employment density and transit dependent population factors. Corridors that scored highest in those factors were judged to have higher ridership potential. The greater the transit ridership potential, the higher the corridor is ranked. Detailed ridership forecasts will be conducted with the Metro travel demand model for the screened corridor alternatives. Both Canoga Avenue and Topanga Canyon Boulevard serve higher population and employment density zones. However, Canoga Avenue was ranked as "high" relative to Topanga Canyon Boulevard because a direct physical interface with the existing Metro Orange Line (i.e. an extension of the Metro Orange Line) and would increase the corridor's ridership potential significantly. The TSM Alternative was assigned a "medium", neutral rating because it serves all three corridors.

4.3.4.3 Metro Board Rapid Bus Criteria

Since none of the three corridors had been included in the 2002 Metro Rapid Expansion Program, each of them was evaluated based on Metro's Board thresholds for Metro Rapid consideration. In order to ensure that the necessary ridership levels and opportunities for significant travel time savings are met, minimum ridership thresholds were established by Metro's Board for Metro Rapid service. Those thresholds were set at 500 weekday passengers per mile of route with a minimum route length of 10 miles. The existing local route along Topanga Canyon Boulevard and De Soto Avenue, Route 245/244, is 16.9 miles long and carries 4,821 weekday riders, equaling 300 riders per mile. Both Topanga Canyon Boulevard and De Soto Avenue were ranked "low". There are no

existing routes along the Canoga Corridor and therefore, no base information is available against which to apply the Rapid Bus criteria. If operated as a direct route from Chatsworth to North Hollywood, the 17-mile route would exceed the minimum length requirement. Detailed ridership forecasts will be conducted for the alternatives that pass this screening.

Table 4-7 summarizes the ratings on the transit criteria.

Table 4-7 Transit Service and Ridership

Criteria/Corridor	TSM	Canoga	De Soto	Topanga Canyon
TRANSIT SERVICE & RIDERSHIP PATTERNS				
Existing Routes - Complementary or Competitive	●●	●●●	●●	●●
Line-by-Line Ridership Potential	●●	●●●	●	●●
Metro Rapid Criteria	●	●	●	●
Scoring Factors:				
High 3 - ●●●				
Medium 2 - ●●				
Low 1 - ●				

4.3.5 Regional Context And Connectivity

4.3.5.1 Light Rail Conversion Potential

The ability to increase a route's capacity if warranted by demand is highly limited by the type of facility on which it operates. Routes operating on-street can only increase capacity by adding longer coaches or by increasing the frequency of service. Routes operating buses on a separate right-of-way (i.e. on a Busway) may also increase capacity by constructing a light rail line along the existing right-of-way. The Canoga Avenue corridor was ranked "high" because of the existence of the Metro-owned right-of-way. The Topanga Canyon and De Soto corridors were ranked "low" since converting an on-street bus service to a Light Rail line is a lot more difficult and costly than converting a Busway into a Light Rail line.

4.3.5.2 Regional Context/Connectivity

The ability of a route to provide passengers with easy connections to other transit routes and services is key to its success. Provision of intermodal connections along a route makes reaching more distant destinations easy and attractive because the connections (or transfers) are simple.

With the exception of the De Soto Avenue Corridor alternatives, all provide three major intermodal connections: to the Metrolink Commuter Rail (at Chatsworth Station); to the Metro Orange Line; and to the Ventura Metro Rapid. Furthermore, all alternatives provide connections to other transit routes that cross the corridors. The De Soto Avenue corridor was ranked as "medium" relative to the two other corridors because neither of its alternatives would directly connect to the Ventura Metro Rapid.

4.3.5.3 Consistency with Metro Long Range Plan

Provision of new transit service must be in keeping with Metro's own long-range goals and plans, and candidate corridors were examined to ensure that any alternatives proposed would be consistent with the Metro Long-Range Plan. A San Fernando Valley North-South Corridor transit investment is identified in the constrained plan recommendations of the Metro Long Range Plan. However, no specific route is mentioned, therefore, all corridors received a "medium" rating. The TSM alternative also received a "medium" rating because overall frequency improvements are consistent with the Long Range Plan. Table 4-8 summarizes the ratings related to regional context.

Table 4-8 Regional Context/ Connectivity

Criteria/Corridor	TSM	Canoga	De Soto	Topanga
REGIONAL CONTEXT / CONNECTIVITY				
Light Rail Conversion Potential	●	●●●	●	●
Network Connectivity	●●	●●●	●●	●●●
Consistency with Metro's Long Range Plan	●●	●●	●●	●●
Scoring Factors:				
High 3 - ●●●				
Medium 2 - ●●				
Low 1 - ●				

4.3.6 Accessibility And Urban Design

In general, the presence of existing urban design enhancements in a corridor should not determine whether it is selected for a transit investment. (An overlay of urban design improvements will be applied to any corridor selected.) However, two aspects of the existing urban design / built environment along a corridor would affect the future success of a transit investment:

- Opportunities for Bicycle and Pedestrian ways
- Transit- and Pedestrian-Oriented Neighborhoods
- Opportunities/Constraints for Transit Station / Urban Design Improvements

4.3.6.1 Opportunities For Bicycles and Pedestrian Paths

Parallel pedestrian and bicycle paths increase the attractiveness and accessibility of a transit route. Potential riders are more inclined to walk or bike to and from stations if there are available, and preferably separated, pathways. These pathways also represent recreational opportunities for the corridor's neighborhoods. Each corridor was ranked based on the suitability of its existing infrastructure to support pedestrian and bicycle paths. Table 4-9 summarizes the analysis of opportunities for bicycle and pedestrian paths.

Table 4-9 Opportunities for Bicycle and Pedestrian Paths

Alternative	Characteristics	Rating
TSM	Includes multiple, diverse corridors – assign medium, neutral rating.	●●
Canoga	Metro-owned Right-of-Way provides ample opportunities for bicycle and pedestrians paths. Corridor identified as a gap in the Metro Bicycle Transportation Strategic Plan	●●●
De Soto BRT	Opportunities for bikeways are limited by the existing number of lanes and prevailing traffic volumes.	●
Topanga Rapid Bus	Opportunities for bikeways are limited by the existing number of lanes and prevailing traffic volumes.	●

4.3.6.2 Transit and Pedestrian-Oriented Neighborhoods Along The Corridor

The attractiveness of transit investments to potential riders is affected by the urban character of their origin and destination neighborhoods. Specifically, a corridor neighborhood is more likely to be accessible and therefore attractive for transit riders and other pedestrians if it has:

- A recognizable "center" with high pedestrian activity along the corridor,
- Higher-density, mixed land usage around its center,
- An extensive network of through streets with sidewalks, and
- Buildings which front directly onto those sidewalks

Neighborhoods such as these are often called transit-oriented or pedestrian-oriented neighborhoods, and their defining characteristic is their "walkability."

Conversely, a corridor neighbor would be "less transit friendly" if it has:

- No discernable center,
- Segmented, low-density land use,
- Discontinuous streets and sidewalks (e.g. cul-de-sac), and
- Buildings which are isolated from sidewalks by large parking lots or other major setbacks.

These neighborhoods will be relatively inaccessible and unattractive for transit riders and other pedestrians. For the transit- and pedestrian-orientation of neighborhoods analysis, the ratings in Table 4-10 have been assigned as follows:

- **High** (●●●) – Corridors with significant, observed transit- or pedestrian-oriented neighborhoods where potential transit stops could be located.
- **Medium** (●●) – Corridors with a balance of transit-oriented and less transit friendly neighborhoods, or neighborhoods with a mixture of these characteristics, or no observable positive or negative characteristics.
- **Low** (●) – Corridors with neighborhoods with observed less transit friendly characteristics.

Table 4-10 Transit and Pedestrian-Oriented Neighborhoods Along the Corridor

Alternative	Characteristics	Rating
TSM	Includes multiple, diverse corridors – assign medium, neutral rating.	●●
Canoga	Most of the corridor's neighborhoods are not pedestrian oriented. However, Downtown Canoga Park does exhibit some characteristics of a transit-oriented neighborhood with higher densities and a mix of multifamily residential and commercial uses. Furthermore, any alternative along this corridor would provide access to Warner Center, a major center with pedestrian amenities.	●●
De Soto	Does not provide access to major pedestrian activity centers.	●
Topanga Canyon	Most of the corridor's neighborhoods are not pedestrian oriented. However, Downtown Canoga Park does exhibit some characteristics of a transit-oriented neighborhood with higher densities and a mix of multifamily residential and commercial uses. Furthermore, any alternative along this corridor would provide access to Warner Center, a major center with pedestrian amenities.	●●

4.3.6.3 Opportunities/Constrains for BRT Stations/Accessibility Improvements Along the Corridor

While an overlay of new accessibility enhancements can generally be applied to most urban arterials, there are impediments that could prevent the installation of BRT stations and other urban design enhancements. This, in turn, would reduce the attractiveness and usefulness of the system to potential transit users.

The types of impediments to the installation of transit stations and other urban design improvements in the corridor include:

- Locations where no or extremely limited right-of-way for sidewalks exists between the street itself and private property. (e.g., locations where street widenings have been undertaken without full acquisition of adjacent property)
- Locations where a substantial amount of the sidewalk is occupied by physical barriers such as utility poles/wires, preventing the installation of amenities such as shelters, benches, etc.

Table 4-11 indicates where there are impediments to urban design enhancements on the corridors, following the ratings below.

- **High** (●●●) – A clear opportunity with sufficiently wide, unobstructed sidewalks. A notable lack of impediments to urban design enhancement.
- **Medium** (●●) – The norm. No major observed impediments to urban design enhancement, but no major opportunities either.
- **Low** (●) – Observed impediments to urban design enhancement, such as narrow sidewalks, major utility poles in sidewalk or no opportunity for urban design improvements in the alternative.

Table 4-11 Opportunities/Constrains for Urban Design Improvements Along The Corridor

Alternative	Characteristics	Rating
TSM	With no "build" project, no urban design enhancements would be made.	●
Canoga	The Metro-owned right-of-way is mostly clear, and existing structures are on lease and can be removed. The open right-of-way is a clear opportunity for major urban design enhancements, similar to the ones along the existing Metro Orange Line. These improvements will, however, increase the basic cost of the transportation project.	●●●
De Soto	No significant impediments for station / urban design improvements exist. Sidewalks are generally adequate.	●●
Topanga Canyon	No significant impediments for station / urban design improvements exist. Sidewalks are generally adequate.	●●

4.3.7 Potential For Significant Environmental Impacts

A preliminary evaluation of each corridor was conducted to determine its potential for significant environmental impacts. Corridors/alternatives with high potential for environmental impact were given a low score (less desirable). Since environmental impacts vary depending on the specific project components, the Canoga Busway alternative was evaluated separately from the other Canoga corridor alternatives. The following is a discussion of each corridor's potential for environmental impacts, based on preliminary evaluations. Table 4-12 summarizes the preliminary evaluation for potential significant environmental impacts for each corridor/alternative and compares the corridors in terms of overall potential for significant environmental impacts. The TSM alternative was rated the highest because the implementation of service frequency improvements does not have potential for significant environmental impacts.

Table 4-12 Evaluation of Significant Environmental Impact Potential

Environmental Issue	TSM	Topanga Canyon	Canoga		De Soto
			Mixed Flow- Dedicated Lanes	Busway	
A. Land Use	●●	●●	●●	●●	●●
B. Community and Neighborhood Impacts	●●●	●●	●●	●●	●●
C. Land Acquisition, Relocation & displacement of Existing Uses	●●●	●●●	●●●/●	●	●●●
D. Population, Housing and Environmental Justice	●●●	●●●	●●●	●●●	●●●
E. Parklands and other Community Facilities	●●●	●●●	●●●	●●●	●●●
F. Historic, Archeological and Paleontological Impacts	●●	●	●	●	●
G. Visual and Aesthetic impacts	●●●	●●	●●	●●/●	●●
H. Traffic, Circulation and Parking	●●	●●/●	●●	●●	●●/●
I. Air Quality	●●●	●●	●●	●●	●●
J. Noise	●●	●●	●●	●●	●●
K.1 Geotechnical, Seismic	●●●	●●	●●	●●	●●
K.2 Hazardous Materials	●●●	●●●	●●●/●	●	●●●
L. Water Resources	●●●	●●●	●●	●●	●●
M. Biological resources and Ecosystems	●●●	●●●	●●●	●●●	●●●
N. Energy	●●●	●●●	●●●	●●●	●●●
O. Safety and Security	●●	●●/●	●●	●●	●●/●
Environmental Score	●●●	●●	●	●	●●

High - ●●● (most environmentally sensitive – least impacts)
Medium - ●● (medium environmentally sensitive)
Low - ● (least environmentally sensitive)

4.3.7.1 Transportation Systems Management Alternative

Land Use: The sensitive land uses along the TSM Alternative include approximately 5,250 linear feet of mobile homes, 18,000 linear feet of single family, 17,530 linear feet of multi family residential uses and 41 community facilities. Although, the TSM Alternative would include bus service changes including service frequency or simplification of routes on the existing routes. Therefore, it would have a less than significant impact.

Community and Neighborhood Impacts: The TSM Alternative would not result in any community and neighborhood impacts.

Land Acquisition, Relocation and Displacement of Existing Uses: The TSM Alternative would not result in any land acquisition impacts.

Population, Housing and Environmental Justice: The TSM Alternative would not provide increased access to public transit to lower income, minority populations.

Parklands and Community Facilities: The TSM Alternative would not result in any impacts to parklands and community facilities.

Historic, Archeological and Paleontological Resources: The proposed TSM Alternative would add a local bus route on Canoga Avenue and increase the frequency of several existing Metro routes by up to half the headway time during peak hours. This alternative may include the construction of bus stops along Canoga to accommodate the new local bus route. According to preliminary research, there is at least one historical resource in the area, identified as Owensmouth Southern Pacific Railroad Station (Historic/Cultural Monument 488) and located at 21355 Sherman Way. The construction of bus stops and other infrastructure, as well as the location and design of the bus stops, may have a visual effect on this and other potential historical resources. However, construction impacts would be temporary, and it is expected that bus stops would be designed and placed in such a way as to minimize impacts to cultural resources. As such, the TSM Alternative would have a less than significant impact

Visual and Aesthetics: Headlights of the buses could result in light and glare impacts to adjacent residences. However, residences are already exposed to the glaring effect of the vehicles.

Traffic, Circulation and Parking: The TSM Alternative enhances service on existing transit routes and adds a new local route on Canoga Avenue. The addition of bus service would have a small incremental impact on safety by increasing opportunities for bus-auto interaction, but this would not be considered significant. The increased bus service proposed by the TSM would have a less than significant impact on traffic.

Air Quality: The TSM Alternative would reduce traffic congestion and incrementally improve air quality compared to existing conditions.

Noise and Vibration: The TSM Alternative would reduce traffic congestion and increase vehicle speeds incrementally increasing noise and vibration levels compared to existing conditions.

Geotechnical, Seismic and Hazardous Materials: No environmental impacts anticipated due to hazardous materials. No known active faults or landslides.

Water Resources: The TSM Alternative does not involve any construction of physical improvements, so it will not have any affect on water resources.

Biological Resources and Ecosystems: The proposed project area is an urban environment with few biological resources, which are limited to the open space areas located approximately 2.2 miles south and 0.6 miles west of the proposed Canoga Avenue local bus route. As such, the proposed TSM Alternative would not include construction activities in a biologically sensitive area that would result in significant impacts to biological resources.

Energy: The TSM Alternative would reduce traffic congestion decreasing fuel consumption and correspondingly lower energy consumption compared to existing conditions.

Safety and Security: The TSM Alternative enhances service on existing transit routes and adds a new local route on Canoga Avenue. The addition of bus service would have a small incremental impact on safety by increasing opportunities for bus-auto interaction, but this would not be considered significant. The addition of bus stops on Canoga Avenue would have minor safety and security issues, particularly on the east side of the street where there are no sidewalks and insufficient room to install benches or shelters.

4.3.7.2 Topanga Canyon Boulevard Corridor

Mixed Flow/Dedicated lanes

Land Use: Dominant uses along Topanga Canyon Boulevard are single and multi-family residential, with neighborhood supporting commercial located at the major street intersections. The sensitive land uses along Topanga Canyon Boulevard include approximately 10,000 linear feet of single family, 7,300 linear feet of multi family residential uses and sixteen community facilities.

The Transportation Element of the General Plan designates Topanga Canyon Boulevard between Ventura Boulevard and Devonshire Street as a Transit Priority Street that would be consistent with transit use.

Community and Neighborhood Impacts: Vehicle Hours Traveled (VHT) is expected to decrease under either design alternative on Topanga Canyon Boulevard. The Mixed Flow Alternative would result in more congestion compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would remove street parking adjacent to the community facilities located along Topanga Canyon Boulevard.

Land Acquisition, Relocation and Displacement of Existing Uses: The Mixed Flow Alternative would not result in any land acquisition impacts. The Dedicated Lane Alternative would not result in any land acquisition impacts.

Population, Housing and Environmental Justice: No housing units would be displaced under either design alternative on Topanga Canyon Boulevard. Similarly, the Mixed Flow and Dedicated Lane Alternatives on Canoga Avenue would provide increased access to public transit to lower income, minority populations.

Parklands and Community Facilities: There are sixteen community facilities located adjacent to Topanga Canyon Boulevard. These community facilities would benefit from improved transit access under either design alternative. The Mixed Flow Alternative would not result in any impacts to parklands and community facilities. The Dedicated Lane Alternative would remove street parking adjacent to the community facilities located along Topanga Canyon Boulevard.

Historic, Archeological and Paleontological Resources: According to preliminary information, there is at least one known historical resource along the Topanga Corridor, identified as Canoga Park Elementary School and located at 7428 Topanga Canyon Boulevard. It has been determined eligible for the National Register. Construction of infrastructure associated with the proposed dedicated lanes, such as bus stops and sidewalk improvements, may result in visual impacts to this and other unknown cultural resources located along the Topanga Corridor. These impacts may be significant depending on the extent of changes to the historic resources' visual settings. Based on very preliminary project information and lacking detailed information on proposed physical changes to the setting, it has been assumed for the purposes of this initial screening that the impacts could be potentially significant. In addition, the Topanga Corridor crosses watercourses, including Santa Susanna Wash and the Los Angeles River, which may have supported prehistoric human habitation, and possibly historic period development. However, assuming that the Mixed Flow alternative and the Dedicated Lanes alternative would involve only street running in the existing street with a changed traffic pattern or changed striping, but no ground-disturbing construction, there would be no effect on archaeological or Paleontological resources. Nonetheless, the proposed alternatives may result in potentially significant impacts to historical resources on the Topanga Corridor.

Visual and Aesthetics: Headlights of the buses could result in light and glare impacts to adjacent residences. However, residences are already exposed to the glaring effect of the vehicles. Elimination of parking lanes for bus-only lanes in both directions would result in misshapened street trees and could result in removal of trees along the sidewalk.

Traffic, Circulation and Parking: The Topanga Canyon corridor alternatives would have a generally negative impact on traffic flow along Topanga Canyon Boulevard and the cross streets along the corridor. The mixed flow alternative would have minor impacts on intersection delay due to the use of Transit Signal Priority (TSP) by the Metro Rapid buses. However, this impacts would likely be less than significant because the TSP system is designed to minimize delays to the cross streets.

The dedicated lane alternative would have additional impacts on traffic and parking. Traffic congestion would worsen because a mixed flow traffic lane would have to be converted to a dedicated bus lane. In the Northbound direction, one mixed flow lane would be lost along the following segments: from Victory Boulevard to Vanowen Street; from Runnymede Street to Cohasset Street; and from Roscoe Boulevard to Eccles Street. In the Southbound direction, one mixed-flow traffic lane would be lost along the following segments: Marilla Street to Prairie Street and Eccles Street to Strathern Street. On-street parking spaces would be lost because a parking lane would have to be converted to a dedicated bus lane. In the Northbound direction, on-street parking would be lost along the following segments: Vanowen Street to Runnymede Street; Cohasset Street to Roscoe Boulevard; and from Eccles Street to Devonshire Street. In the Southbound direction, on-street parking would

be lost along the following segments: from Devonshire Street to Marilla Street; from Prairie Street to Eccles Street; and from Strathern Street to Victory Boulevard. Because of the current levels of peak hour congestion on Topanga Canyon Boulevard, these traffic and parking impacts would likely be significant.

Air Quality: Vehicle exhaust fumes are the primary source of air quality degradation in the region. Vehicle Hours Traveled (VHT) is expected decrease under either design alternative on Topanga Canyon Boulevard. There is approximately 17,300 linear feet of residential uses and 16 community facilities located adjacent to Topanga Canyon Boulevard. These land uses are considered more sensitive to changes in air quality than others. There are more sensitive receptors along the Topanga Corridor than along the Canoga Corridor, but fewer sensitive receptors than along the De Soto Corridor. The Mixed Flow Alternative would result in more congestion compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would result in less traffic congestion compared to the Mixed Flow Alternative.

Noise and Vibration: There is approximately 17,300 linear feet of residential uses and 16 community facilities located adjacent to Topanga Canyon Boulevard. These land uses are considered more sensitive to changes in noise and vibration than others. There are more noise and vibration sensitive receptors along the Topanga Corridor than along the Canoga Corridor, but fewer noise and vibration sensitive receptors than along the De Soto Corridor. Buses would be closer to sensitive receptors under the Dedicated Lane Alternative compared to the Mixed Flow Alternative.

Geotechnical, Seismic and Hazardous Materials: No environmental impacts anticipated due to hazardous materials. No known active faults or landslides. The site has potential for liquefaction. Planned minor structures (canopies) have to be designed considering effects of liquefaction.

Water Resources: The Topanga Canyon Alternatives do not involve any construction of physical improvements, so it will not have any affect on water resources.

Biological Resources and Ecosystems: The proposed Topanga Corridor is located in an urban environment and is primarily built-out. The proposed corridor crosses the Los Angeles River just north of Vanowen Street. However, the river is lined with concrete walls and contains no natural habitat such as wetlands or marshes. According to a search conducted of the California Department of Fish and Game (CDFG) Natural Diversity Database (CNDDB) for the Canoga Park and Oat Mountain Quadrangles as well as the surrounding 10 quadrangles, several species exist in the project that are listed by the CDFG as species of concern and some plants that are rare, threatened, or endangered in California and elsewhere. These species are most likely in areas that are habitable by natural wildlife such as the open space areas located 2.2 miles south of the corridors and 900 feet west of the Topanga Canyon Corridor, in the vicinity of the Chatsworth Reservoir. However, assuming that the proposed project would not involve heavy construction in the vicinity of the Chatsworth Reservoir, the proposed project would have no impact on biological resources in the area.

Energy: Vehicle Hours Traveled (VHT) is expected decrease under either design alternative on Topanga Canyon Boulevard, thereby decreasing fuel consumption and correspondingly lower energy consumption compared to existing conditions. The Mixed Flow Alternative would result in more congestion on Topanga Canyon Boulevard increasing energy consumption compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would result in less traffic congestion decreasing energy consumption compared to the Mixed Flow Alternative.

Safety and Security: Rapid Bus service has been successfully implemented by Metro on numerous corridors without any impact on safety or security. The implementation of Rapid Bus service on Topanga Canyon Boulevard would similarly have a less than significant impact on safety or security. The removal of parking and conversion of a mixed-flow travel lane to a dedicated bus lane will increase congestion on Topanga Canyon Boulevard, which could have a negative effect on safety.

4.3.7.3 Canoga Avenue Corridor

Mixed Flow/Dedicated lanes

Land Use: Along Canoga Avenue, uses are primarily industrial with commercial uses concentrated near the major street intersections and some residential uses. The sensitive land uses along the corridor include approximately 5,250 linear feet of mobile homes, 2,300 linear feet of single family residential, and 230 linear feet of multi family residential uses located adjacent to the Metro right-of-way (ROW) in addition to six community facilities.

Community and Neighborhood Impacts: Vehicle Hours Traveled (VHT) is expected decrease under either design alternative on Canoga Avenue. The Mixed Flow Alternative would result in more congestion compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would remove street parking adjacent to the community facilities located along Canoga Avenue.

Land Acquisition, Relocation and Displacement of Existing Uses: The Mixed Flow Alternative would not result in any land acquisition impacts. The Dedicated Lane Alternative could result in a partial or full land acquisition of a few parcels with commercial uses adjoining Canoga Avenue. A total of 61 ground Metro leases and 25 Signboard leases would be affected.

Population, Housing and Environmental Justice: No housing units would be displaced under either design alternative on Canoga Avenue. Similarly, the Mixed Flow and Dedicated Lane Alternatives on Canoga Avenue would provide increased access to public transit to lower income, minority populations.

Parklands and Community Facilities: There are six community facilities located adjacent to Canoga Avenue. These community facilities would benefit from improved transit access under either design alternative on Canoga Avenue. The Mixed Flow Alternative would not result in any impacts to parklands and community facilities. The Dedicated Lane Alternative would remove street parking adjacent to the community facilities located adjacent to Canoga Avenue.

Historic, Archeological and Paleontological Resources: According to preliminary information, there is at least one known historical resource along the Canoga Corridor, identified as Owensmouth Southern Pacific Rail Road Station (Historic/Cultural Monument 488) and located at 21355 Sherman Way. It is considered a Los Angeles Landmark and construction of infrastructure associated with the proposed Mixed Flow Alternative and Dedicated Lanes Alternative, such as bus stops and sidewalk improvements, may result in visual impacts to this and other unknown cultural resources located on the Canoga Corridor. In addition, the Canoga Corridor crosses watercourses, which may have supported prehistoric human habitation, and possibly historic period development. Assuming that the mixed flow Alternative would involve only street running in the existing street with a changed traffic pattern or changed striping, but no ground disturbing construction, there would be no effect on archaeological or Paleontological resources. However, the dedicated lanes Alternative might involve some ground disturbances on the Metro right-of-way and as such may result in potential

significant impacts to archaeological resources, and both Alternatives may result in potentially significant visual impacts to historical resources along the Canoga Corridor.

Visual and Aesthetics: The mixed-flow alternative would not result in the installation or removal of any structure. Therefore, the visual impacts would be limited.

The dedicated lane alternative could result in the removal of existing trees and structures within the Metro ROW. However, this alternative would improve the visual environment by including the installation of numerous new trees and landscaping along the proposed dedicated lanes, park-and ride lots, and bike and pedestrian path similar to the Metro Orange Line.

Traffic, Circulation and Parking: The Canoga corridor mixed flow/dedicated lanes alternatives would have a generally negative impact on traffic flow along Canoga Avenue and the cross street along the corridor. Both alternatives would have minor impacts on intersection delay due to the use of TSP by the Metro Rapid buses. However, these impacts would likely be less than significant because the TSP system is designed to minimize delays to the cross streets.

Air Quality: Exhaust fumes from vehicles are the primary source of air quality degradation. Vehicle Hours Traveled (VHT) is expected decrease under either design alternative on Canoga Avenue. There is approximately 7,780 linear feet of residential uses and six community facilities located adjacent to Canoga Avenue. The Canoga Corridor has the fewest number of sensitive receptors compared to the Topanga and De Soto Corridors. The Mixed Flow Alternative would result in more congestion compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would result in less traffic congestion compared to the Mixed Flow Alternative.

Noise and Vibration: There are approximately 7,780 linear feet residential uses and six community facilities located adjacent to Canoga Avenue. The Canoga Corridor has the fewest number of noise and vibration sensitive receptors compared to the Topanga and De Soto Corridors. Buses would be closer to sensitive receptors under the Dedicated Lane Alternative compared to the Mixed Flow Alternative.

Geotechnical, Seismic and Hazardous Materials: for the mixed flow alternative, no environmental impacts are anticipated due to hazardous materials; there are no known active faults or landslides. The corridor, however, has potential for liquefaction. Planned minor structures (canopies) have to be designed considering effects of liquefaction.

The dedicated lane alternative does have a potential for hazardous materials impact. Elevated levels of arsenic and lead are typically encountered within existing/previous railroad right-of-way in Los Angeles County. Additional impacts may be encountered during the Environmental Site Assessment. There are no known active faults or landslides. The site has potential for liquefaction. Minor structures planned for dedicated lane option have to be designed considering effects of liquefaction.

Water Resources: Rapid Bus service on Canoga would not involve any construction of physical improvements other than Rapid Bus Stations along the sidewalks, so it will not have any affect on water resources. The widening of Canoga Avenue to provide dedicated bus-only lanes would require redesign of the storm drains along Canoga Avenue and the addition of a bicycle/pedestrian path on the railroad ROW would affect drainage on the Metro property. Appropriate design techniques could reduce the impacts on water resources to a less than significant level.

Biological Resources and Ecosystems: The proposed Canoga Corridor is located in an urban environment and is primarily built-out. The proposed corridor crosses the Los Angeles River and other waterways; however, these are lined with concrete walls and contain no natural habitat such as wetlands or marshes. A CNDDB search of the project area resulted in the discovery of several species that are listed by the CDFG as species of concern and some plants that are rare, threatened, or endangered in California and elsewhere. These species are most likely in areas that are habitable by natural wildlife such as the open space areas located 2.2 miles south of the corridors and 0.6 miles west of the Canoga Corridor, in the vicinity of the Chatsworth Reservoir. Therefore, the proposed alternatives would have no impact on biological resources.

Energy: Vehicle Hours Traveled (VHT) is expected decrease under either design alternative on Canoga Avenue, thereby decreasing fuel consumption and correspondingly lower energy consumption compared to existing conditions. The Mixed Flow Alternative would result in more congestion on Canoga Avenue increasing energy consumption compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would result in less traffic congestion, thereby decreasing energy consumption compared to the Mixed Flow Alternative.

Safety and Security: The lack of sidewalks and limited right-of-way in which to install bus shelters, would raise some safety concerns should Rapid Bus service be implemented on Canoga Avenue. The dedicated bus lane alternative on Canoga would include the installation of a parallel bicycle/pedestrian pathway, which would reduce safety concerns for transit riders accessing the stations. The stations themselves would include the amenities provided at existing Metro Orange Line stations, including lighting, shelters, video monitoring, so they would enhance security at the bus stops. The shared use of the bus-only lane with right-turning vehicles would have minor safety implications, but the use of right-turn arrows at the cross street intersections would allow right-turns to be made prior to pedestrian movements and clear the right-turning vehicles out of the path of buses. The incorporation of the bus-only lanes into the same signalized intersection as the automobile traffic would reduce safety issues associated with the parallel busway design.

Busway

Land Use: Adjacent sensitive land uses for the busway are the same as for the mixed flow/dedicated lanes for the Canoga corridor. The Canoga Park – Winnetka Hills – West Hills Community Plan recognizes the Metro right-of-way as an important development opportunity for a variety of public transportation improvements including light-rail or busways. Therefore, the busway would be consistent with this Plan.

Community and Neighborhood Impacts: Vehicle Hours Traveled (VHT) is expected to decrease under the Busway Alternative. The Busway Alternative would not result in any community and neighborhood impacts.

Land Acquisition, Relocation and Displacement of Existing Uses: No housing units would be displaced under the Busway Alternative. The Busway Alternative would require acquisition of property, in full or part, along the Metro-owned right-of-way (ROW). A total of 61 Metro ground leases and 25 Signboard leases would be affected.

Population, Housing and Environmental Justice: The Busway Alternative would provide increased access to public transit to lower income, minority populations.

Parklands and Community Facilities: There are six community facilities located adjacent to Canoga Avenue. These community facilities would benefit from improved transit access under the Busway Alternative or either of the design alternatives on Canoga Boulevard.

Historic, Archeological and Paleontological Resources: There is at least one known historical resource along the Canoga Corridor, identified as Owensmouth Southern Pacific Rail Road Station. In addition, the Canoga Corridor crosses watercourses, which may have supported prehistoric human habitation, and possibly historic period development. Due to the location of the proposed busway, the proposed Alternative may result in a potential visual impact to historical resources. In addition, the proposed Alternative may result in ground-disturbing activities that may expose prehistoric or historical archaeological sites, or Paleontological resources within the project area. As such, the proposed busway Alternative could result in a potential impact to cultural resources.

Visual and Aesthetics: A sub option of this alternative proposes a grade separation over the existing crossing of Metrolink tracks near Lassen Street which could partially block views of the mountains.

This alternative could result in the removal of existing trees within the Metro ROW. However, this alternative would include installation of numerous new trees along the proposed busway, park and ride lots, and bike and pedestrian path similar to the Metro Orange Line. Attractively designed stations with pedestrian amenities and linkages and removal of un-kept automotive and storage uses in the ROW could have a beneficial effect on the visual character of the area.

Each platform would be illuminated. However, as the platforms would be located close to major streets intersections, it is anticipated that the installation would not substantially increase ambient light levels. The residences close to the Metro ROW near the intersections could be affected by the headlights of buses where there is no landscaping or soundwalls.

Traffic, Circulation and Parking: The operation of buses along the Canoga Avenue Busway may impact traffic and circulation along the corridor due to the circulation issues resulting from cross traffic conflict with the at-grade operation. The Busway would cross a total of seven major and secondary arterials and a number of collector and local roadways. Special treatment and signal coordination will be required at each of these east-west cross streets. The Canoga Avenue Busway alternative proposes three new stations and the use of three existing stations. It is expected that the proposed stations would generate additional traffic created by transit patrons driving their vehicles to access the service, particularly if park-and-ride facilities are provided. The traffic and circulation impacts of this alternative are potentially significant.

Air Quality: Vehicle Hours Traveled (VHT) is expected decrease under the Busway Alternative. There is approximately 7,780 linear feet of residential uses and six community facilities located adjacent to Canoga Avenue. The Canoga Corridor has the fewest number of sensitive receptors in comparison to the Topanga and De Soto Corridor.

Noise and Vibration: There are approximately 7,780 linear feet residential uses and six community facilities located adjacent to Canoga Avenue. The Canoga Corridor has the fewest number of noise and vibration sensitive receptors in comparison to the Topanga and De Soto Corridors. Noise impacts resulting from the Busway Alternative are more easily mitigated than the Mixed Flow or Dedicated Lane Alternative.

Geotechnical, Seismic and Hazardous Materials: there is a potential for hazardous materials impact. Elevated levels of arsenic and lead are typically encountered within existing/previous railroad right-of-way in Los Angeles County. Additional impacts may be encountered during the Environmental Site Assessment. There are no known active faults or landslides. The site has potential for liquefaction. Grade separation structures planned for the busway option have to be designed to mitigate effects of liquefaction.

Water Resources: The development of the off-street busway and the addition of a bicycle/pedestrian path and landscaped areas on the railroad ROW would affect drainage on the Metro property. Modifications to cross streets and the addition of right turn lanes to intersections along Canoga Avenue could require modifications of the storm drains along Canoga Avenue which would affect drainage. Appropriate design techniques could reduce the impacts on water resources to a less than significant level.

Biological Resources and Ecosystems: The proposed Canoga Corridor is located in an urban environment and is primarily built-out. A CNDDB search of the project area resulted in the discovery of several species that are listed by the CDFG as species of concern and some plants that are rare, threatened, or endangered in California and elsewhere. These species are most likely in areas that are habitable by natural wildlife such as the open space areas located 2.2 miles south of the corridors and 0.6 miles west of the Canoga Corridor, in the vicinity of the Chatsworth Reservoir. Therefore, the proposed alternative would have no impact.

Energy: Vehicle Hours Traveled (VHT) is expected decrease under the Busway Alternative, thereby decreasing fuel consumption and correspondingly lower energy consumption compared to existing conditions.

Safety and Security: The existing Metro Orange Line has been in operation for almost two years and safety at the cross street intersections has improved significantly since the initial months of operation when drivers were unfamiliar with the busway design and several drove through red lights to collide with buses. Additional measures have been added to enhance safety for autos, pedestrians and the buses at arterial crossings of the busway. Similar measures will be implemented with the Metro Orange Line extension, so it is not expected to result in any significant safety impacts. Security measures similar to those installed along the existing Metro Orange Line would be installed with this alternative, so it would not be expected to have impacts related to security.

4.3.7.4 De Soto Avenue Corridor

Mixed Flow/Dedicated lanes

Land Use: De Soto Avenue is primarily a residential street. Sensitive land uses include approximately 15,700 linear feet of single family residential, 11,000 linear feet of multi family residential are present along De Soto Avenue and nine community facilities along De Soto Avenue.

The Mixed Flow Alternative would have less potential impacts on the existing land uses and pedestrian character of the area. The designated lane alternative would slightly reconfigure the area by designating parking lanes in each direction for bus-only lanes. This would place travel lanes closer to sensitive uses and increase the potential for proximity impacts.

Community and Neighborhood Impacts: Vehicle Hours Traveled (VHT) is expected to decrease under either design alternative on De Soto Avenue. The Mixed Flow Alternative would result in more congestion compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would remove street parking adjacent to the community facilities located along De Soto Avenue.

Land Acquisition, Relocation and Displacement of Existing Uses: The Mixed Flow Alternative would not result in any land acquisition impacts. The Dedicated Lane Alternative would not result in any land acquisition impacts.

Population, Housing and Environmental Justice: No housing units would be displaced under either design alternative on De Soto Avenue. Similarly, the Mixed Flow and Dedicated Lane Alternatives on De Soto Avenue would provide increased access to public transit to lower income, minority populations.

Parklands and Community Facilities: There are four community facilities located adjacent to De Soto Avenue. These community facilities would benefit from improved transit access under either design alternative on De Soto Avenue. The Mixed Flow Alternative would not result in any impacts to parklands and community facilities. The Dedicated Lane Alternative would remove street parking adjacent to the community facilities located adjacent to De Soto Avenue.

Historic, Archeological and Paleontological Resources: According to preliminary information, there is at least one known historical resource along the De Soto Corridor, identified as The Munch Box (City of Los Angeles Historic/Cultural Monument 750) located at 21532 W. Devonshire Street. It is considered a Los Angeles cultural monument and construction of infrastructure associated with the proposed mixed flow and dedicated lanes Alternatives, such as bus stops and sidewalk improvements, may result in visual impacts to this and other unknown cultural resources located along the De Soto Corridor. In addition, the De Soto Corridor crosses watercourses, which may have supported prehistoric human habitation and possibly historic period development. However, assuming that the Mixed Flow Alternative and the Dedicated Lanes Alternative would involve only street running in the existing street with a changed traffic pattern or changed striping, but no ground-disturbing construction, there would be no effect on archaeological or Paleontological resources. Nonetheless, the proposed alternatives may result in potentially significant impacts to historical resources along the De Soto Corridor.

Visual and Aesthetics: Headlights of the buses could result in light and glare impacts to adjacent residences. However, residences are already exposed to the glaring effect of the vehicles. Elimination of parking lanes for bus-only lanes in both directions would result in misshapened street trees and could result in removal of trees along the sidewalk.

Traffic, Circulation and Parking: The De Soto corridor alternatives would have a generally negative impact on traffic flow along De Soto Avenue and the cross streets along the corridor. The mixed flow alternative would have minor impacts on intersection delay due to the use of TSP by the Metro Rapid buses. However, this impacts would likely be less than significant because the TSP system is designed to minimize delays to the cross streets.

The dedicated lane alternative would have additional impacts on traffic and parking. Traffic congestion would worsen because a mixed flow traffic lane would have to be converted to a dedicated bus lane. In the Southbound direction only, a mixed-flow traffic lane would have to be converted to dedicated bus lane along the following segments: from Roscoe Boulevard to Fairchild Avenue and from Nordhoff Street to Osborne Street. A parking lane exists in both directions and along the entire length of the route on De Soto Avenue. On-street parking spaces would be lost because a parking lane would have to be converted to a dedicated bus lane. Because of the current levels of peak hour congestion on De Soto Avenue, these traffic and parking impacts would likely be significant.

Air Quality: Vehicle Hours Traveled (VHT) is expected decrease under either design alternative on De Soto Avenue. There is approximately 26,700 linear feet of residential uses and four community facilities located adjacent to De Soto Avenue. The De Soto Corridor has the most sensitive receptors in comparison to the Topanga and Canoga Corridors. The Mixed Flow Alternative would result in more congestion compared to the Dedicated Lane Alternative. The Dedicated Lane Alternative would result in less traffic congestion compared to the Mixed Flow Alternative.

Noise and Vibration: There is approximately 26,700 linear feet of residential uses and four community facilities located adjacent to De Soto Avenue. The De Soto Corridor has the most noise and vibration sensitive receptors in comparison to the Topanga and Canoga Corridors. Buses would be closer to sensitive receptors under the Dedicated Lane Alternative compared to the Mixed Flow Alternative.

Geotechnical, Seismic and Hazardous Materials: No environmental impacts are anticipated due to hazardous materials. No known active faults or landslides. The site has potential for liquefaction. Planned minor structures (canopies) have to be designed considering effects of liquefaction.

Water Resources: The De Soto Alternatives do not involve any construction of physical improvements, so it will not have any affect on water resources.

Biological Resources and Ecosystems: The proposed De Soto Corridor is located in an urban environment and is primarily built-out. A CNDDB search of the project area resulted in the discovery of several species that are listed by the CDFG as species of concern and some plants that are rare, threatened, or endangered in California and elsewhere. These species are most likely in areas that are habitable by natural wildlife such as the open space areas located 2.2 miles south of the corridor and 1.1 miles west of the De Soto Corridor, in the vicinity of the Chatsworth Reservoir. Therefore, the proposed alternatives would have no impact on biological resources.

Energy: Vehicle Hours Traveled (VHT) is expected decrease under either design alternative on De Soto Avenue, thereby decreasing fuel consumption and correspondingly lower energy consumption compared to existing conditions.

Safety and Security: Rapid Bus service has been successfully implemented by Metro on numerous corridors without any impact on safety or security. The implementation of Rapid Bus service on De

Soto Avenue would similarly have a less than significant impact on safety or security. The removal of parking and conversion of a mixed-flow travel lane to a dedicated bus lane will increase congestion on De Soto Avenue, which could have a negative effect on safety.

4.3.8 Cost Effectiveness

Detailed cost estimates will be developed for the alternatives carried into the EIR and a cost-effectiveness evaluation will be quantified following completion of ridership forecasts and calculation of a cost per new rider. In this preliminary evaluation, the alternatives along the Topanga Canyon and De Soto corridors are estimated to be more cost effective because they don't entail significant capital costs. However, the operating cost could be greater in the alternatives that operate in mixed-flow at slower speeds, compared to the off-street busway alternative. The TSM alternative is also deemed to be highly cost-effective. The Canoga corridor alternatives are the least cost effective relative to the others because of the capital costs related to building a Busway.

4.3.9 Community/Elected Official Input

Community input was assessed based on the comments received at the first set of public scoping meetings and at the briefings with the representatives of elected offices. Table 4-13 summarizes the ratings of the corridors based on community input.

Those corridors for which there were expressions of support from the public were rated high. For those where there was opposition expressed, a low score was assigned. Most elected officials supported the Canoga corridor strongly. The two scoping meetings held in the community revealed strong community support for the Canoga corridor alternatives over the other two corridors. The De Soto and Topanga Canyon Corridors were not favored mainly due to traffic impacts. Comments were also received regarding the impact to business on the Metro-owned right-of-way. Many people also felt that the northern terminus of the project should be the Chatsworth Metrolink Station. A few comments questioned the need for the project and implied a preference for the TSM alternative.

Table 4-13 Community Input

Criteria/Corridor	TSM	Canoga	De Soto	Topanga
REGIONAL CONTEXT / CONNECTIVITY				
Elected Officials Input	●●	●●●	●	●
Public Input	●●	●●●	●	●
Scoring Factors:				
High - ●●●				
Medium - ●●				
Low - ●				

4.4 RESULTS OF THE SCREENING PROCESS

Table 4-14 indicates those corridors that scored highly and were retained for further study and those that were dropped from further consideration based on the screening analysis. The score represents the sum of the ratings (high=3points, medium=2point, low=1point) on each of the evaluation criteria discussed above.

In addition to the No Project Alternative, the TSM and the Canoga Corridor Alternatives (except Alternative 3) were retained for further analysis. Alternative 3 Canoga Avenue Metro Rapid Bus was not retained for further study because the implementation of this alternative would not require environmental clearance under California's environmental laws. As shown in Table 4-14, the alternatives selected for further study had ratings of 49 and 65, whereas those corridors proposed for no further study had ratings of 43 and 35. The corridors eliminated from further study could be served by other types of transit, such as local bus service or express bus service.

Table 4-14 Alternatives Screening Results

CORRIDOR ALTERNATIVES	SCORE	COMMENTS
Retained for Further Study		
No Project (Baseline Alternative 1)		Mandatory inclusion; Necessary to compare Effects of Alternatives
TSM (Alternative 2)	**49**	Low cost, wide service area benefits
Canoga Corridor (Alternatives 4 and 5)	**65**	Metro-owned, off-street, 24-hour dedicated lanes, provides a possible extension of Metro Orange Line, has limited street parking and traffic impacts, incorporates bicycle and pedestrian paths, has strong community support
Not Retained for Further Study		
De Soto Corridor (Alternatives 6 and 7)	**35**	Low density, dedicated lane issues, ridership, single family home impacts, existing traffic, limited ridership and limited opportunities for bikeway and pedestrian pathways. Has community opposition
Topanga Canyon Corridor (Alternatives 8 and 9)	**43**	State Highway. - Caltrans operated (presents design standards challenges), dedicated lane issues, existing traffic, limited opportunities for bikeway and pedestrian pathways. Has community opposition.
Canoga Corridor (Alternative 3)	**65**	Implementation of this alternative would not require environmental clearance under California's environmental laws.

4.5 OPTIONAL SR-118 CONNECTION

4.5.1 Description

As described in Section 2 "Alternatives Considered", each of the eight build alternatives included an optional connection to a potential park-and-ride lot at SR-118. This connection would allow automobile commuters coming from both directions of SR-118 to park close to the freeway off-ramp and connect with destinations in the entire San Fernando Valley and beyond. Three options for extensions north from the Chatsworth Metrolink Station were examined: (1) via Topanga Canyon Boulevard to a potential park-and-ride lot in the vicinity of the SR-118 Topanga Canyon Boulevard ramps; (2) via De Soto Avenue to a potential park-and-ride lot in the vicinity of the SR-118 De Soto Avenue ramps; or (3) via De Soto Avenue, Rinaldi Avenue and Porter Ranch Road to an existing park-and-ride lot south of SR-118 along Porter Ranch Rd. The feasibility of this extension is limited primarily by the availability of suitable sites for a park-and-ride lot in the vicinity of the Topanga Canyon Boulevard or De Soto Avenue freeway ramps and/or the feasibility of having buses access the existing park-and-ride lot at Porter Ranch Road.

4.5.2 Analysis

A visual survey of potential sites for a new park-and-ride lot was conducted during the month of June 2007. Eight potential vacant sites were initially identified during this visual survey. However, most of the sites identified had a number of constraints for developing a park-and-ride lot. Appendix A "Park & Ride Memorandum" provides a detailed description of the survey sites and a suitability analysis for each site. The main constraints to developing a park-and-ride lot on these sites were topography and ownership/cost. An additional site, at the northern terminus of De Soto Avenue, was the only one deemed feasible for the development of a new park-and-ride lot because it could be developed within existing public right-of-way. The parking stalls would be located on the west side of De Soto Avenue where informal park-and-ride activity already occurs. Buses would turn around at the terminus of De Soto Avenue and pick-up passengers at a station located adjacent to the stalls. Figure 4-1 illustrates the preliminary park-and-ride concept at the terminus of De Soto Avenue. During the two public scoping sessions held for this project, several comments were made on the feasibility of the optional SR-118 connections. Besides opposing the extension of any proposed service beyond the Chatsworth Metrolink Station, many people felt that there were really no feasible sites to build a new park-and-ride lot and that the only reasonable option was utilizing the existing lot at Porter Ranch Road.

4.5.3 Evaluation

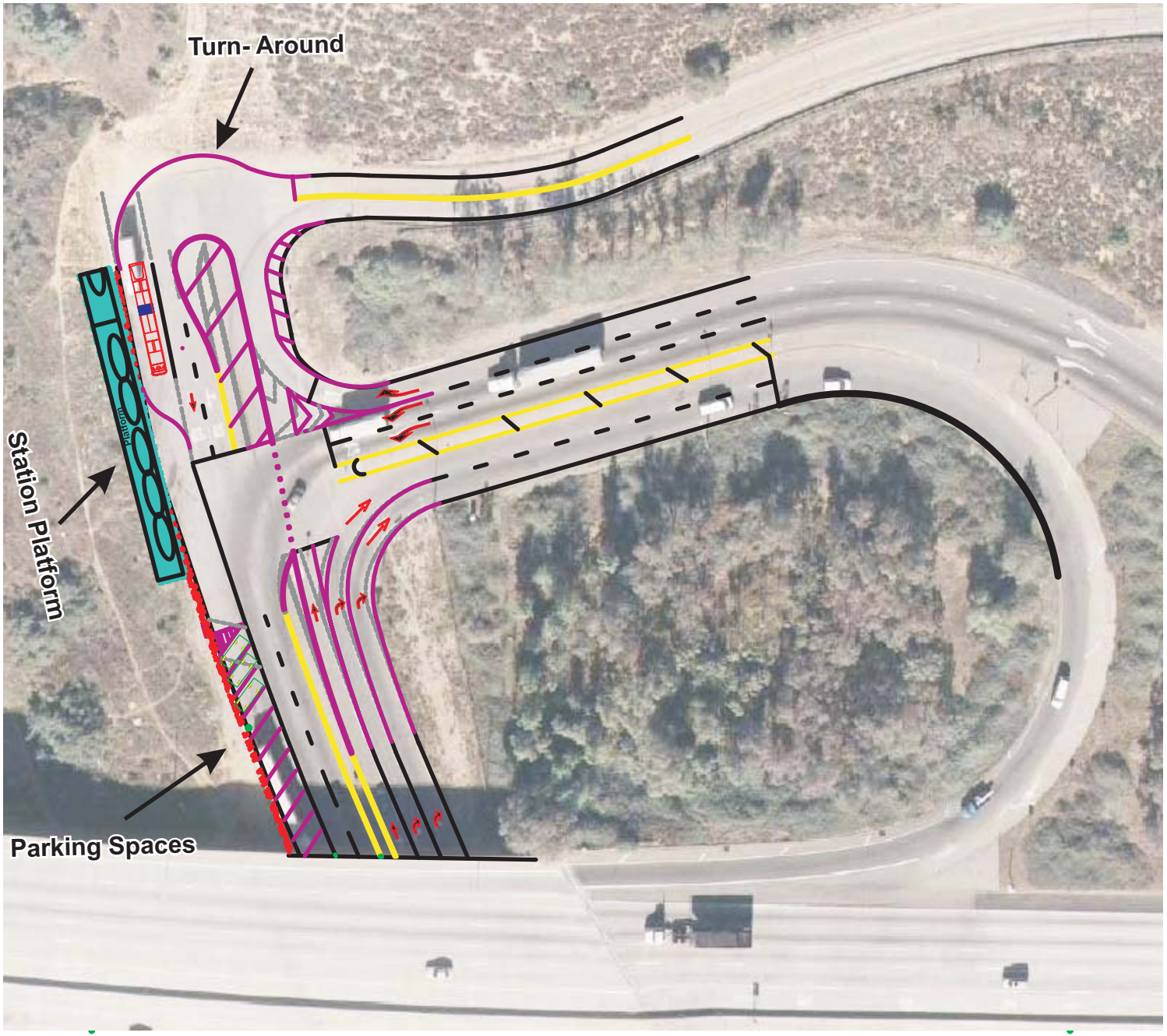
Topanga Canyon Boulevard – No suitable sites are available for the development of a park-and-ride lot in the vicinity of the Topanga Canyon SR-118 off-ramps. Most of the property around that interchange is dedicated as park land. It would also be difficult for articulated buses to turn around in the vicinity of the Topanga Canyon interchange to make a return trip south.

De Soto Avenue – One potentially suitable site was identified at the terminus of De Soto Avenue. Buses would be able to make a u-turn at the terminus of De Soto north of the SR-118 freeway with a limited redesign of the intersection. Buses traveling along De Soto Avenue would take approximately 6-8 minutes to connect to the SR-118 from the Chatsworth Metrolink Station during the peak hours. This would have operational and cost implications. Utilizing this concept it is conceivable that approximately 15 to 20 cars could park at the terminus of De Soto Avenue. Further analysis

(ridership forecasting and costing) is needed to determine whether the added service would make sense from an operational and financial standpoint.

Porter Ranch Road – Even though the existing park-and-ride lot on Porter Ranch Road south of the SR-118 freeway has enough capacity to accommodate new riders, it would take buses up to 8-10 minutes to travel the 3.2-mile stretch from the Chatsworth Metrolink Station, given the levels of congestion on De Soto Avenue. This would have operational and cost implications. Further analysis (ridership forecasting and costing) is needed to determine whether the added service would make sense from an operational and financial standpoint. Figure 4-2 depicts the existing park-and-ride facility at Porter Ranch Road.

Given, the relatively small amount of parking spaces available at both the potential De Soto lot and the existing Porter Ranch lot, scheduling every bus to reach these locations would be difficult to justify. Instead, service to either of these park-and-ride lots would probably be limited to two buses in each of the peak hours.



Source: ITERIS

NOT TO SCALE

Figure 4-1
De Soto Park and Ride Concept

G:\USERS\2007\J07-1643 Northern Canoga Extension - Orangeline\gra

Source: Microsoft Live Local

NOT TO SCALE

Figure 4-2
Porter Ranch Road Park & Ride Facility

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix C

Visual – Tree List

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

Appendix C

Table 4.7.1: Tree Inventory along the Metro ROW and Canoga Avenue

Visual Assessment Unit	Tree Species (Scientific Name/Common Name)	Metro ROW	Canoga Avenue		Lassen Street		Owensmouth Avenue	
			East	West	North	South	East	West
A: Devonshire Street to Lassen Street (Chatsworth Metrolink Station Property)	Cupaniopsis anacardioides/Carrotwood	12						
	Eucalyptus/Eucalyptus	1						
	Eucalyptus polyanthemos/Silver Dollar Gum	5						
	Lagerstroemia indica/Crape Myrtle	9						
	Pistacia chinensis/Chinese Pistache	17						
	Platanus racemosa/California Sycamore	24						
	Platanus x acerifolia/London Plane Tree	10						
	Podocarpus gracilior/Fern Pine	11						
	Populus nigra/Lombardy Poplar	4						
	Quercus agrifolia/Coast Live Oak	14						
	Quercus lobata/Valley Oak	2						
	Rhus lancea/African Sumac	14						
	Salix/Willow	16						
	Schinus molle/California Pepper	72						
	Washingtonia filifera/California Fan Palm	109						
B: Lassen Street to Nordhoff Street	Cupaniopsis anacardioides/Carrotwood	8						
	Ficus macrophylla/Moreton Bay Fig	2	6					
	Jacaranda mimosifolia/Jacaranda	2						
	Juniperus chinensis 'Kaizuka'/Hollywood Juniper	34						
	Lagerstroemia indica/Crape Myrtle		4	13		6	4	7
	Olea europaea/Olive Tree	2						

Visual Assessment Unit	Tree Species (Scientific Name/Common Name)	Metro ROW	Canoga Avenue		Lassen Street		Owensmouth Avenue	
			East	West	North	South	East	West
	Podocarpus gracilior/Fern Pine	14						
	Pyrus kawakamii/Evergreen Pear			19				
	Rhus lancea/African Sumac			2				
	Schinus molle/California Pepper	147						
	Washingtonia filifera/California Fan Palm	4						
C: Nordhoff Street to Roscoe Boulevard	Ailanthus altissima/Tree-of-Heaven	3						
	Albizia julibrissin/Silk Tree	4						
	Araucaria heterophylla/Norfolk Island Pine	1						
	Chilopsis linearis/Desert Willow	1						
	Citrus	1						
	Cupressus sempervirens/Italian Cypress	50						
	Eucalyptus/Eucalyptus	2						
	Ficus benjamina/Weeping Fig	1						
	Ficus carica/Edible Fig	1						
	Lagerstroemia indica/Crape Myrtle			42				
	Liquidambar styraciflua/American Sweet Gum	2						
	Melaleuca quinquenervia/Paperbark Tree	3						
	Nerium oleander/Oleander	10						
	Pecan	1						
	Pinus halepensis/Aleppo Pine	9						
	Pinus pinea/Italian Stone Pine	1						
	Platanus racemosa/California Sycamore	1						
	Populus nigra/Lombardy Poplar	7						
	Quercus agrifolia/Coast Live Oak	2						
	Rhus lancea/African Sumac	1						

Visual Assessment Unit	Tree Species (Scientific Name/Common Name)	Metro ROW	Canoga Avenue		Lassen Street		Owensmouth Avenue	
			East	West	North	South	East	West
	Schinus molle/California Pepper	1						
	Washingtonia filifera/California Fan Palm	11						
	Juglans/Walnut	2						
	Saraca Indica/Ashoka Tree	1						
	Unidentified	5						
D. Roscoe Boulevard to Saticoy Street	Alithanthus altissima/Tree-of-Heaven	2						
	Ficus carica/Edible Fig	1						
	Jacaranda mimosifolia/Jacaranda	2						
	Lagerstroemia indica/Crape Myrtle			18				
	Persea americana/Avocado		11					
	Ulmus parvifolia/Chinese Elm			1				
	Washingtonia filifera/California Fan Palm	13		2				
	Saraca Indica/Ashoka Tree	5						
	Cupaniopsis Anacadiodes	3						
E: Saticoy Street to Sherman Way	Ailanthus altissima/Tree-of-Heaven	11						
	Brachychiton populneus/Bottle Tree	1	5					
	Cinnamomum camphora/Camphor Tree		5					
	Erythinia/Coral Tree		2					
	Ficus/Fig	4						
	Jacaranda mimosifolia/Jacaranda			11				
	Lagerstroemia indica/Crape Myrtle			14				
	Phoenix canariensis/Canary Island Date Palm		6					
	Pinus canariensis/Canary Island Pine		3					
	Platanus racemosa/California Sycamore		3					
	Syagrus romanzoffianum/Queen Palm	30						
	Washingtonia filifera/California Fan	5						

Visual Assessment Unit	Tree Species (Scientific Name/Common Name)	Metro ROW	Canoga Avenue		Lassen Street		Owensmouth Avenue	
			East	West	North	South	East	West
	Palm							
	Unidentified	1						
F: Sherman Way to Vanowen Street	Ailanthus altissima/Tree-of-Heaven	12	11					
	Callistemon citrinus/Lemon Bottlebrush			1				
	Chilopsis linearis/Desert Willow		1					
	Chorisia speciosa/Floss Silk Tree	1						
	Cupressus sempervirens/Italian Cypress	3						
	Eucalyptus/Eucalyptus	2						
	Ficus benjamina/Weeping Fig	1						
	Dombeya Wallichii		2					
	Hymenosporum flavum/Sweetshade			4				
	Jacaranda mimosifolia/Jacaranda	1						
	Juniperus chinensis 'Kaizuka'/Hollywood Juniper	2						
	Lagerstroemia indica/Crape Myrtle			3				
	Pinus/Pine	3						
	Platanus racemosa/California Sycamore	1						
	Podocarpus gracilior/Fern Pine	1						
	Pyrus kawakamii/Evergreen Pear	1						
	Schefflera	3						
	Schinus molle/California Pepper	1						
	Strelitzia nicolai/Giant Bird of Paradise	3						
	Washingtonia filifera/California Fan Palm	14	8					
	Unidentified		1					
G: Vanowen Street to Victory Boulevard	Magnolia grandiflora 'Majestic Beauty'/Southern Magnolia	254	13	2				
	Platanus racemosa/California Sycamore	21						

Visual Assessment Unit	Tree Species (Scientific Name/Common Name)	Metro ROW	Canoga Avenue		Lassen Street		Owensmouth Avenue	
			East	West	North	South	East	West
	Rhus lancea/African Sumac	33						
	Cinnamomum Camphora			18				
Total		1,090	81	150		6	4	7

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix D

Traffic

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

Canoga Transportation Corridor EIR
Appendix D

Contents:

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Canoga Transportation Corridor EIR
Transportation Appendix

Traffic Counts

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VEHICLE TURNING MOVEMENT COUNT SUMMARY

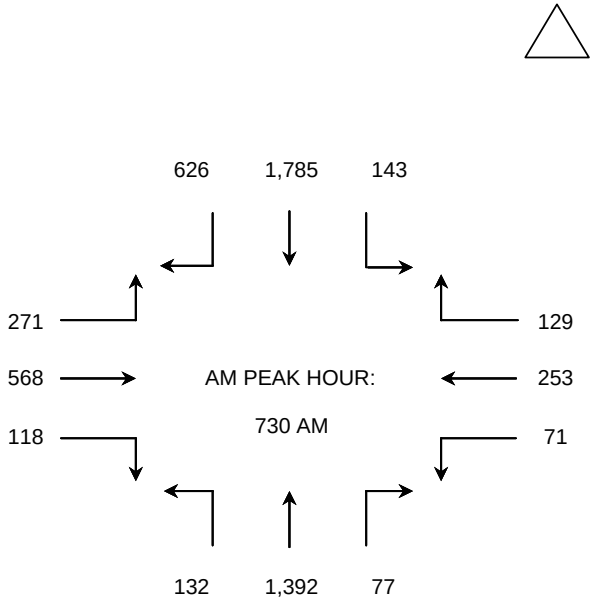
Prepared by: National Data & Surveying Services
Project # 07-2473-001

N/S STREET: De Soto Ave **E/W STREET:** Chatsworth St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	20	43	25	22	140	21	31	139	30	14	190	146	821
7:15 - 7:30	22	38	36	42	137	22	38	294	23	14	430	142	1,238
7:30 - 7:45	21	41	38	51	127	32	31	412	27	34	482	113	1,409
7:45 - 8:00	17	85	34	75	137	26	39	411	20	45	486	157	1,532
8:00 - 8:15	18	71	31	64	124	21	33	267	15	31	369	191	1,235
8:15 - 8:30	15	56	26	81	180	39	29	302	15	33	448	165	1,389
8:30 - 8:45	14	63	35	65	162	44	24	276	23	19	390	192	1,307
8:45 - 9:00	21	60	69	72	176	22	20	200	19	20	234	178	1,091

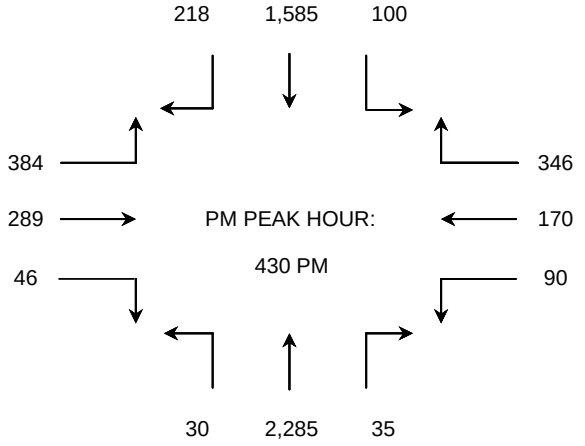
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	80	207	133	190	541	101	139	1,256	100	107	1,588	558	5,000
7:15 - 8:15	78	235	139	232	525	101	141	1,384	85	124	1,767	603	5,414
7:30 - 8:30	71	253	129	271	568	118	132	1,392	77	143	1,785	626	5,565 *
7:45 - 8:45	64	275	126	285	603	130	125	1,256	73	128	1,693	705	5,463
8:00 - 9:00	68	250	161	282	642	126	106	1,045	72	103	1,441	726	5,022



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	6	34	31	83	40	4	1	460	1	11	279	41	991
4:15 - 4:30	14	30	41	95	58	6	9	379	3	17	295	53	1,000
4:30 - 4:45	21	31	70	77	49	13	7	530	10	30	316	56	1,210
4:45 - 5:00	18	66	71	75	81	8	16	593	7	24	456	53	1,468
5:00 - 5:15	24	22	124	120	68	17	7	595	12	17	387	44	1,437
5:15 - 5:30	27	51	81	112	91	8	0	567	6	29	426	65	1,463
5:30 - 5:45	22	52	71	79	41	5	5	472	6	11	331	41	1,136
5:45 - 6:00	23	60	88	89	66	38	4	507	18	28	373	54	1,348

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	59	161	213	330	228	31	33	1,962	21	82	1,346	203	4,669
4:15 - 5:15	77	149	306	367	256	44	39	2,097	32	88	1,454	206	5,115
4:30 - 5:30	90	170	346	384	289	46	30	2,285	35	100	1,585	218	5,578 *
4:45 - 5:45	91	191	347	386	281	38	28	2,227	31	81	1,600	203	5,504
5:00 - 6:00	96	185	364	400	266	68	16	2,141	42	85	1,517	204	5,384



VEHICLE TURNING MOVEMENT COUNT SUMMARY

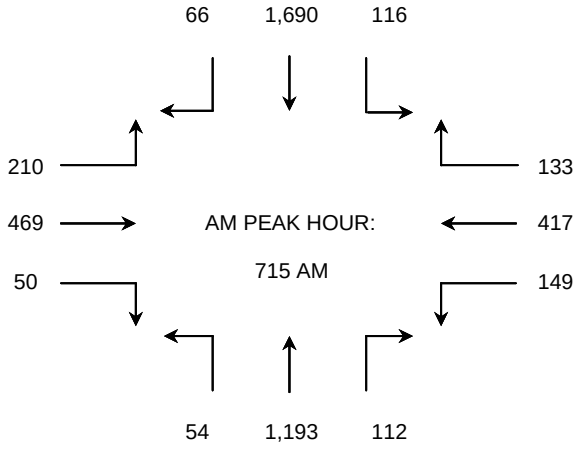
Prepared by: National Data & Surveying Services
Project # 07-2473-002

N/S STREET: Topanga Cyn Blvd **E/W STREET:** Devonshire St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	24	62	18	31	68	9	8	252	13	16	388	14	903
7:15 - 7:30	29	65	25	51	114	12	10	289	28	21	431	19	1,094
7:30 - 7:45	43	104	31	55	122	8	10	294	25	26	434	14	1,166
7:45 - 8:00	47	130	37	50	119	13	16	298	22	32	407	16	1,187
8:00 - 8:15	30	118	40	54	114	17	18	312	37	37	418	17	1,212
8:15 - 8:30	38	76	26	37	90	8	9	305	26	34	426	16	1,091
8:30 - 8:45	35	66	20	34	84	3	6	283	34	32	434	15	1,046
8:45 - 9:00	30	59	19	26	62	5	4	274	20	28	420	14	961

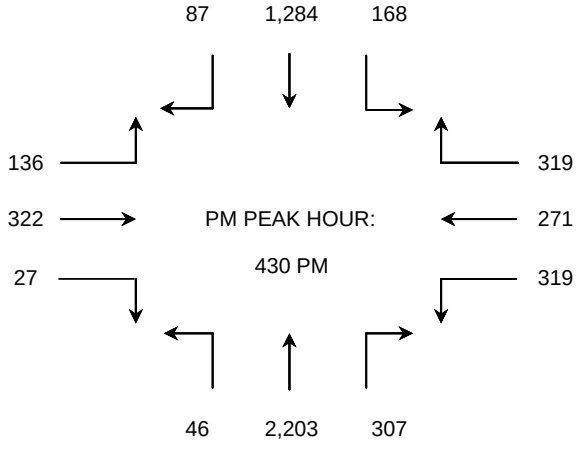
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	143	361	111	187	423	42	44	1,133	88	95	1,660	63	4,350
7:15 - 8:15	149	417	133	210	469	50	54	1,193	112	116	1,690	66	4,659 *
7:30 - 8:30	158	428	134	196	445	46	53	1,209	110	129	1,685	63	4,656
7:45 - 8:45	150	390	123	175	407	41	49	1,198	119	135	1,685	64	4,536
8:00 - 9:00	133	319	105	151	350	33	37	1,174	117	131	1,698	62	4,310



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	66	63	74	26	57	6	6	509	53	36	268	16	1,180
4:15 - 4:30	71	59	73	42	74	11	7	532	62	38	288	25	1,282
4:30 - 4:45	77	70	80	27	87	7	14	546	88	43	326	21	1,386
4:45 - 5:00	78	73	64	34	78	6	16	528	82	43	313	23	1,338
5:00 - 5:15	81	68	94	39	84	8	8	580	64	51	330	17	1,424
5:15 - 5:30	83	60	81	36	73	6	8	549	73	31	315	26	1,341
5:30 - 5:45	86	59	71	30	69	7	9	531	65	39	327	20	1,313
5:45 - 6:00	73	58	68	36	64	7	7	524	56	35	297	14	1,239

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	292	265	291	129	296	30	43	2,115	285	160	1,195	85	5,186
4:15 - 5:15	307	270	311	142	323	32	45	2,186	296	175	1,257	86	5,430
4:30 - 5:30	319	271	319	136	322	27	46	2,203	307	168	1,284	87	5,489 *
4:45 - 5:45	328	260	310	139	304	27	41	2,188	284	164	1,285	86	5,416
5:00 - 6:00	323	245	314	141	290	28	32	2,184	258	156	1,269	77	5,317



VEHICLE TURNING MOVEMENT COUNT SUMMARY

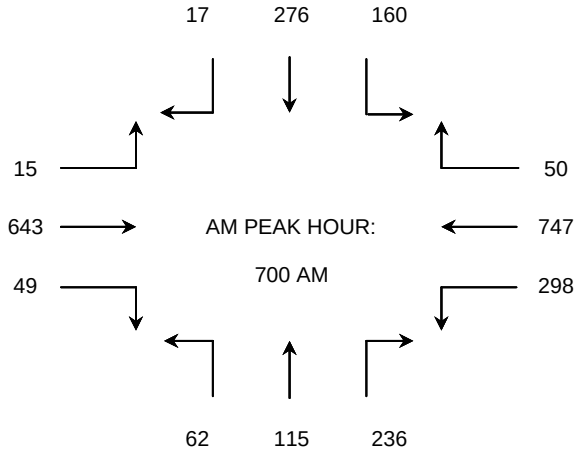
Prepared by: National Data & Surveying Services
Project # 07-2473-003

N/S STREET: Owensmouth Ave **E/W STREET:** Devonshire St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	72	298	4	2	126	3	10	17	35	23	46	2	638
7:15 - 7:30	73	135	9	0	189	16	12	17	48	32	69	2	602
7:30 - 7:45	75	154	17	6	207	19	23	31	86	66	90	8	782
7:45 - 8:00	78	160	20	7	121	11	17	50	67	39	71	5	646
8:00 - 8:15	83	120	9	6	105	19	18	26	50	23	69	2	530
8:15 - 8:30	99	121	8	3	130	21	4	22	48	22	65	3	546
8:30 - 8:45	39	107	12	1	72	7	2	22	25	21	34	5	347
8:45 - 9:00	28	85	4	2	106	4	7	20	38	25	24	0	343

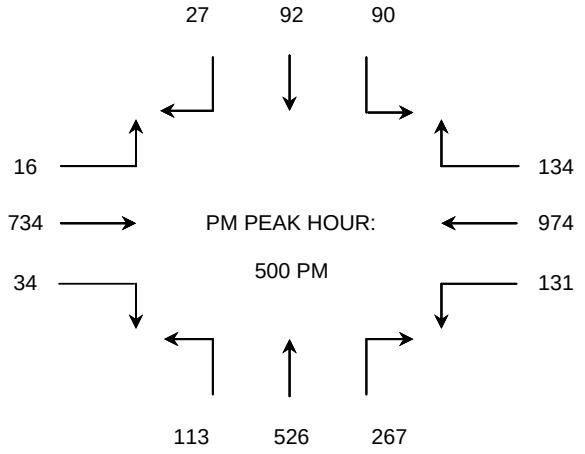
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	298	747	50	15	643	49	62	115	236	160	276	17	2,668 *
7:15 - 8:15	309	569	55	19	622	65	70	124	251	160	299	17	2,560
7:30 - 8:30	335	555	54	22	563	70	62	129	251	150	295	18	2,504
7:45 - 8:45	299	508	49	17	428	58	41	120	190	105	239	15	2,069
8:00 - 9:00	249	433	33	12	413	51	31	90	161	91	192	10	1,766



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	13	141	6	3	124	11	13	88	22	7	19	3	450
4:15 - 4:30	35	160	20	6	165	7	19	134	75	23	35	10	689
4:30 - 4:45	28	162	20	6	150	7	25	79	108	26	17	2	630
4:45 - 5:00	35	176	23	5	139	10	14	65	75	20	25	5	592
5:00 - 5:15	45	254	35	2	175	10	30	131	64	23	17	3	789
5:15 - 5:30	29	228	36	6	152	8	27	117	81	18	14	5	721
5:30 - 5:45	33	245	43	6	200	12	29	199	76	29	43	8	923
5:45 - 6:00	24	247	20	2	207	4	27	79	46	20	18	11	705

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	111	639	69	20	578	35	71	366	280	76	96	20	2,361
4:15 - 5:15	143	752	98	19	629	34	88	409	322	92	94	20	2,700
4:30 - 5:30	137	820	114	19	616	35	96	392	328	87	73	15	2,732
4:45 - 5:45	142	903	137	19	666	40	100	512	296	90	99	21	3,025
5:00 - 6:00	131	974	134	16	734	34	113	526	267	90	92	27	3,138 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

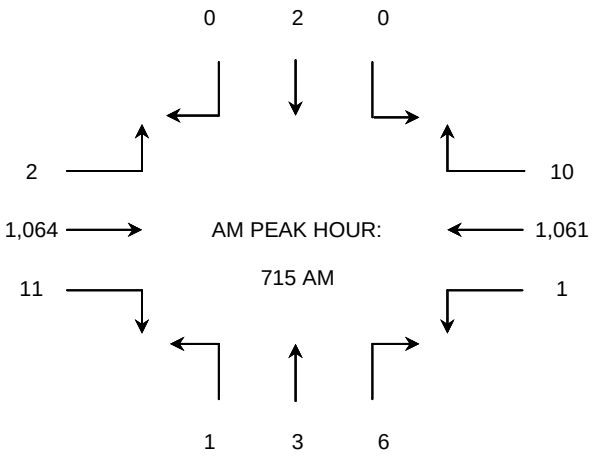
Prepared by: National Data & Surveying Services
Project # 07-2473-004

N/S STREET: Depot Rd **E/W STREET:** Devonshire St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	7	109	0	1	125	1	0	0	3	0	0	0	246
7:15 - 7:30	1	259	0	0	278	0	0	0	1	0	0	0	539
7:30 - 7:45	0	331	0	1	375	3	0	0	1	0	0	0	711
7:45 - 8:00	0	289	0	0	215	6	1	3	4	0	2	0	520
8:00 - 8:15	0	182	10	1	196	2	0	0	0	0	0	0	391
8:15 - 8:30	3	267	0	0	200	4	0	2	2	0	1	0	479
8:30 - 8:45	6	190	1	1	140	1	0	0	1	0	2	0	342
8:45 - 9:00	0	161	0	0	201	0	0	7	0	0	5	0	374

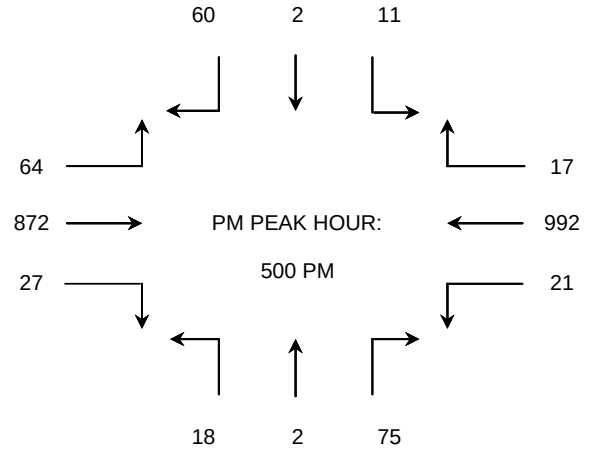
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	8	988	0	2	993	10	1	3	9	0	2	0	2,016
7:15 - 8:15	1	1,061	10	2	1,064	11	1	3	6	0	2	0	2,161 *
7:30 - 8:30	3	1,069	10	2	986	15	1	5	7	0	3	0	2,101
7:45 - 8:45	9	928	11	2	751	13	1	5	7	0	5	0	1,732
8:00 - 9:00	9	800	11	2	737	7	0	9	3	0	8	0	1,586



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	5	331	0	6	199	4	0	0	6	0	0	9	560
4:15 - 4:30	2	215	4	15	257	6	3	0	12	3	1	24	542
4:30 - 4:45	6	195	4	9	251	6	4	1	11	6	0	12	505
4:45 - 5:00	1	210	4	17	210	7	1	0	2	3	0	9	464
5:00 - 5:15	2	284	4	16	235	5	5	0	31	4	0	15	601
5:15 - 5:30	6	242	5	19	224	10	1	0	8	1	0	13	529
5:30 - 5:45	6	225	2	8	227	5	4	0	7	4	1	21	510
5:45 - 6:00	7	241	6	21	186	7	8	2	29	2	1	11	521

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	14	951	12	47	917	23	8	1	31	12	1	54	2,071
4:15 - 5:15	11	904	16	57	953	24	13	1	56	16	1	60	2,112
4:30 - 5:30	15	931	17	61	920	28	11	1	52	14	0	49	2,099
4:45 - 5:45	15	961	15	60	896	27	11	0	48	12	1	58	2,104
5:00 - 6:00	21	992	17	64	872	27	18	2	75	11	2	60	2,161 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

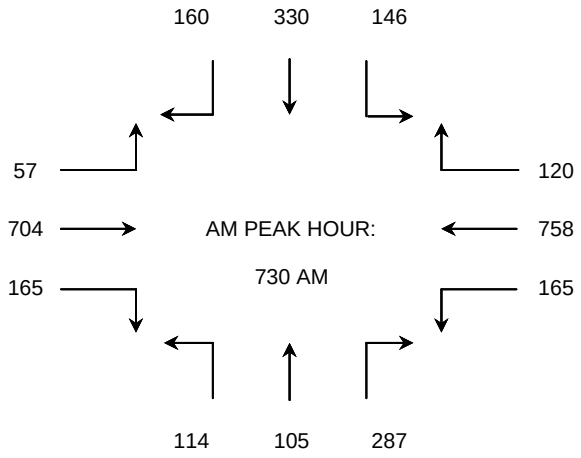
Prepared by: National Data & Surveying Services
Project # 07-2473-005

N/S STREET: Canoga **E/W STREET:** Devonshire

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	20	133	20	8	149	23	8	21	50	44	81	40	597
7:15 - 7:30	28	152	10	9	150	24	16	14	55	51	84	44	637
7:30 - 7:45	27	162	22	16	202	37	25	24	58	56	92	42	763
7:45 - 8:00	47	194	39	16	144	58	38	36	126	30	111	39	878
8:00 - 8:15	51	205	39	15	151	36	26	28	62	24	72	45	754
8:15 - 8:30	40	197	20	10	207	34	25	17	41	36	55	34	716
8:30 - 8:45	33	142	31	10	194	27	16	27	62	27	74	27	670
8:45 - 9:00	36	136	33	9	182	37	25	22	76	27	55	25	663

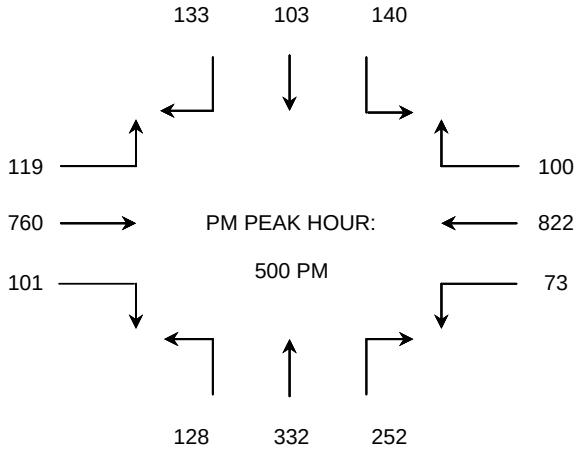
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	122	641	91	49	645	142	87	95	289	181	368	165	2,875
7:15 - 8:15	153	713	110	56	647	155	105	102	301	161	359	170	3,032
7:30 - 8:30	165	758	120	57	704	165	114	105	287	146	330	160	3,111 *
7:45 - 8:45	171	738	129	51	696	155	105	108	291	117	312	145	3,018
8:00 - 9:00	160	680	123	44	734	134	92	94	241	114	256	131	2,803



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	24	123	18	29	91	20	10	59	36	34	24	26	494
4:15 - 4:30	22	205	25	27	202	25	21	42	48	14	22	22	675
4:30 - 4:45	21	196	28	18	238	23	20	60	58	28	17	33	740
4:45 - 5:00	23	225	17	32	220	25	24	57	38	23	22	31	737
5:00 - 5:15	13	209	28	26	234	24	34	89	66	31	18	34	806
5:15 - 5:30	16	192	22	26	182	25	35	79	56	38	19	38	728
5:30 - 5:45	17	229	21	31	186	29	24	84	57	28	38	31	775
5:45 - 6:00	27	192	29	36	158	23	35	80	73	43	28	30	754

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	90	749	88	106	751	93	75	218	180	99	85	112	2,646
4:15 - 5:15	79	835	98	103	894	97	99	248	210	96	79	120	2,958
4:30 - 5:30	73	822	95	102	874	97	113	285	218	120	76	136	3,011
4:45 - 5:45	69	855	88	115	822	103	117	309	217	120	97	134	3,046
5:00 - 6:00	73	822	100	119	760	101	128	332	252	140	103	133	3,063 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

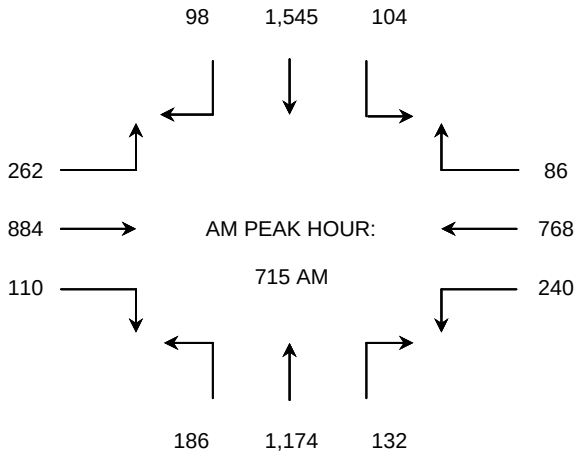
Prepared by: National Data & Surveying Services
Project # 07-2473-006

N/S STREET: De Soto Ave **E/W STREET:** Devonshire

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	33	95	12	49	113	24	26	265	14	26	406	27	1,090
7:15 - 7:30	48	164	18	65	195	28	35	292	29	33	415	30	1,352
7:30 - 7:45	60	206	23	69	240	27	67	329	32	29	401	29	1,512
7:45 - 8:00	50	197	28	71	228	20	58	284	35	20	372	21	1,384
8:00 - 8:15	82	201	17	57	221	35	26	269	36	22	357	18	1,341
8:15 - 8:30	77	184	22	51	195	23	22	266	32	26	366	23	1,287
8:30 - 8:45	62	161	14	45	181	28	19	220	22	21	369	24	1,166
8:45 - 9:00	54	153	13	37	178	22	19	213	20	20	349	19	1,097

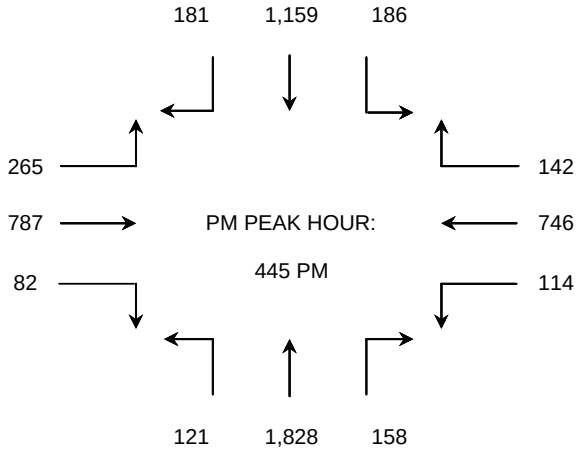
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	191	662	81	254	776	99	186	1,170	110	108	1,594	107	5,338
7:15 - 8:15	240	768	86	262	884	110	186	1,174	132	104	1,545	98	5,589 *
7:30 - 8:30	269	788	90	248	884	105	173	1,148	135	97	1,496	91	5,524
7:45 - 8:45	271	743	81	224	825	106	125	1,039	125	89	1,464	86	5,178
8:00 - 9:00	275	699	66	190	775	108	86	968	110	89	1,441	84	4,891



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	27	174	34	66	188	19	34	387	28	49	321	37	1,364
4:15 - 4:30	28	170	44	62	174	20	38	376	30	50	295	38	1,325
4:30 - 4:45	19	148	31	79	184	25	37	414	33	52	282	44	1,348
4:45 - 5:00	28	183	40	70	198	29	29	472	36	44	299	40	1,468
5:00 - 5:15	39	184	38	72	183	23	30	472	50	35	267	56	1,449
5:15 - 5:30	26	197	34	73	222	16	32	458	34	56	278	47	1,473
5:30 - 5:45	21	182	30	50	184	14	30	426	38	51	315	38	1,379
5:45 - 6:00	20	186	36	51	181	15	28	404	36	45	310	36	1,348

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	102	675	149	277	744	93	138	1,649	127	195	1,197	159	5,505
4:15 - 5:15	114	685	153	283	739	97	134	1,734	149	181	1,143	178	5,590
4:30 - 5:30	112	712	143	294	787	93	128	1,816	153	187	1,126	187	5,738
4:45 - 5:45	114	746	142	265	787	82	121	1,828	158	186	1,159	181	5,769 *
5:00 - 6:00	106	749	138	246	770	68	120	1,760	158	187	1,170	177	5,649



VEHICLE TURNING MOVEMENT COUNT SUMMARY

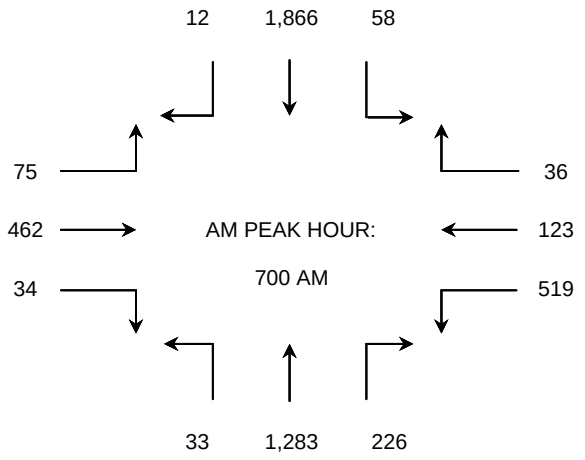
Prepared by: National Data & Surveying Services
Project # 07-2473-007

N/S STREET: Topanga Cyn Blvd **E/W STREET:** Lassen St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	81	25	8	14	125	3	7	327	38	18	373	2	1,021
7:15 - 7:30	117	17	7	17	125	7	9	285	31	13	540	3	1,171
7:30 - 7:45	175	41	11	23	120	14	7	342	92	10	516	2	1,353
7:45 - 8:00	146	40	10	21	92	10	10	329	65	17	437	5	1,182
8:00 - 8:15	110	34	13	15	112	9	16	294	26	25	350	1	1,005
8:15 - 8:30	105	18	10	11	112	12	16	292	22	12	384	2	996
8:30 - 8:45	91	39	11	10	78	10	17	267	45	17	484	1	1,070
8:45 - 9:00	81	36	13	15	65	11	13	248	34	15	461	5	997

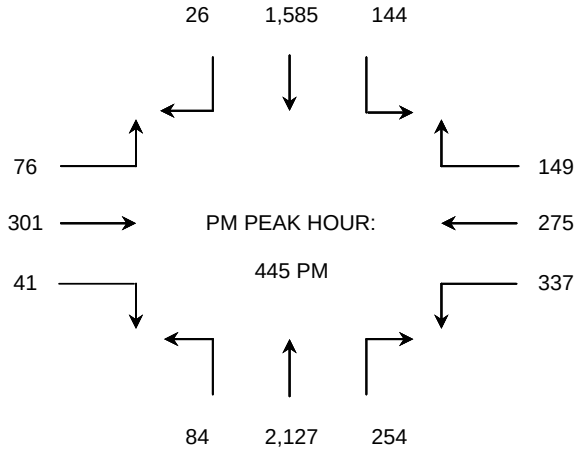
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	519	123	36	75	462	34	33	1,283	226	58	1,866	12	4,727 *
7:15 - 8:15	548	132	41	76	449	40	42	1,250	214	65	1,843	11	4,711
7:30 - 8:30	536	133	44	70	436	45	49	1,257	205	64	1,687	10	4,536
7:45 - 8:45	452	131	44	57	394	41	59	1,182	158	71	1,655	9	4,253
8:00 - 9:00	387	127	47	51	367	42	62	1,101	127	69	1,679	9	4,068



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	43	52	26	10	55	1	20	426	38	19	196	1	887
4:15 - 4:30	74	74	36	20	55	3	30	505	54	46	388	7	1,292
4:30 - 4:45	86	44	37	24	65	4	18	546	35	18	337	7	1,221
4:45 - 5:00	83	64	54	27	86	9	20	518	39	39	424	11	1,374
5:00 - 5:15	71	46	37	10	96	8	18	475	105	34	437	2	1,339
5:15 - 5:30	100	94	32	21	64	10	15	566	62	39	350	4	1,357
5:30 - 5:45	83	71	26	18	55	14	31	568	48	32	374	9	1,329
5:45 - 6:00	89	78	35	21	60	13	36	543	66	49	359	15	1,364

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	286	234	153	81	261	17	88	1,995	166	122	1,345	26	4,774
4:15 - 5:15	314	228	164	81	302	24	86	2,044	233	137	1,586	27	5,226
4:30 - 5:30	340	248	160	82	311	31	71	2,105	241	130	1,548	24	5,291
4:45 - 5:45	337	275	149	76	301	41	84	2,127	254	144	1,585	26	5,399 *
5:00 - 6:00	343	289	130	70	275	45	100	2,152	281	154	1,520	30	5,389



VEHICLE TURNING MOVEMENT COUNT SUMMARY

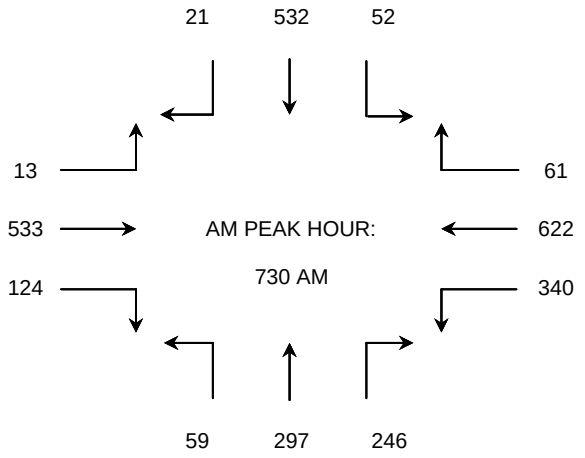
Prepared by: National Data & Surveying Services
Project # 07-2473-008

N/S STREET: Owensmouth Ave **E/W STREET:** Lassen St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	52	136	14	2	85	14	13	70	47	10	119	4	566
7:15 - 7:30	65	157	16	5	86	22	16	62	53	12	134	2	630
7:30 - 7:45	72	178	12	2	97	34	17	77	71	14	143	6	723
7:45 - 8:00	73	190	14	4	128	44	18	84	66	12	136	3	772
8:00 - 8:15	88	141	20	4	144	24	13	70	57	11	151	5	728
8:15 - 8:30	107	113	15	3	164	22	11	66	52	15	102	7	677
8:30 - 8:45	111	121	18	6	176	15	10	88	31	9	72	5	662
8:45 - 9:00	102	118	16	3	154	14	13	77	42	15	65	6	625

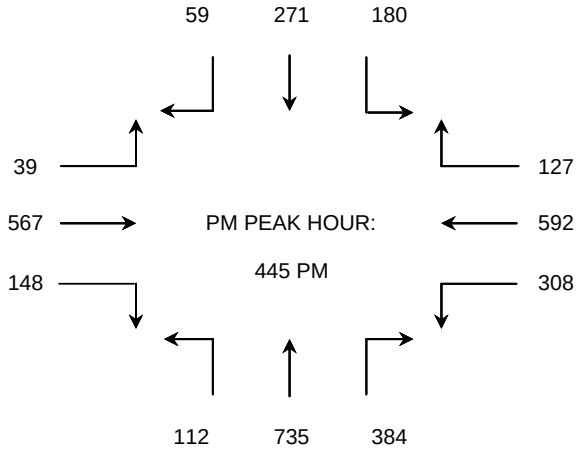
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	262	661	56	13	396	114	64	293	237	48	532	15	2,691
7:15 - 8:15	298	666	62	15	455	124	64	293	247	49	564	16	2,853
7:30 - 8:30	340	622	61	13	533	124	59	297	246	52	532	21	2,900 *
7:45 - 8:45	379	565	67	17	612	105	52	308	206	47	461	20	2,839
8:00 - 9:00	408	493	69	16	638	75	47	301	182	50	390	23	2,692



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	51	121	20	6	95	17	28	151	83	28	64	7	671
4:15 - 4:30	57	130	25	5	99	23	30	166	90	32	59	10	726
4:30 - 4:45	64	147	29	8	104	32	31	179	112	37	68	10	821
4:45 - 5:00	71	150	31	7	115	38	32	185	106	33	72	14	854
5:00 - 5:15	78	158	38	10	134	39	28	190	95	42	64	12	888
5:15 - 5:30	86	145	32	13	156	37	26	182	89	50	62	18	896
5:30 - 5:45	73	139	26	9	162	34	26	178	94	55	73	15	884
5:45 - 6:00	62	131	19	4	148	29	28	173	85	45	68	13	805

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	243	548	105	26	413	110	121	681	391	130	263	41	3,072
4:15 - 5:15	270	585	123	30	452	132	121	720	403	144	263	46	3,289
4:30 - 5:30	299	600	130	38	509	146	117	736	402	162	266	54	3,459
4:45 - 5:45	308	592	127	39	567	148	112	735	384	180	271	59	3,522 *
5:00 - 6:00	299	573	115	36	600	139	108	723	363	192	267	58	3,473



VEHICLE TURNING MOVEMENT COUNT SUMMARY

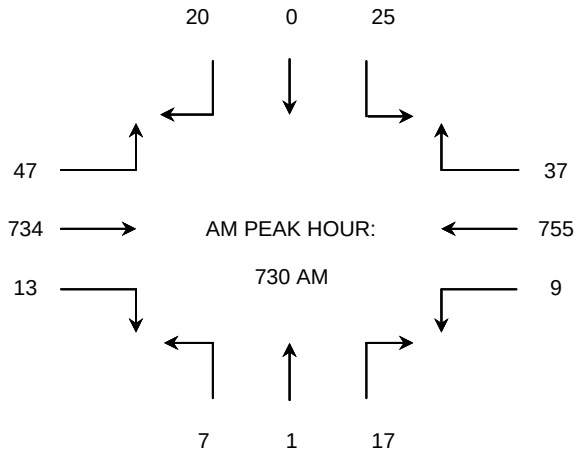
Prepared by: National Data & Surveying Services
Project # 07-2473-009

N/S STREET: Depot Rd **E/W STREET:** Lassen St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	3	150	3	3	167	5	4	0	2	3	0	3	343
7:15 - 7:30	8	181	5	2	171	3	6	0	13	7	0	2	398
7:30 - 7:45	3	199	14	14	177	3	2	0	4	4	0	5	425
7:45 - 8:00	2	193	6	14	181	5	2	0	3	6	0	4	416
8:00 - 8:15	3	182	11	10	184	1	2	0	4	10	0	8	415
8:15 - 8:30	1	181	6	9	192	4	1	1	6	5	0	3	409
8:30 - 8:45	3	187	5	5	199	0	5	0	2	6	0	5	417
8:45 - 9:00	1	182	4	4	207	1	1	0	5	1	0	4	410

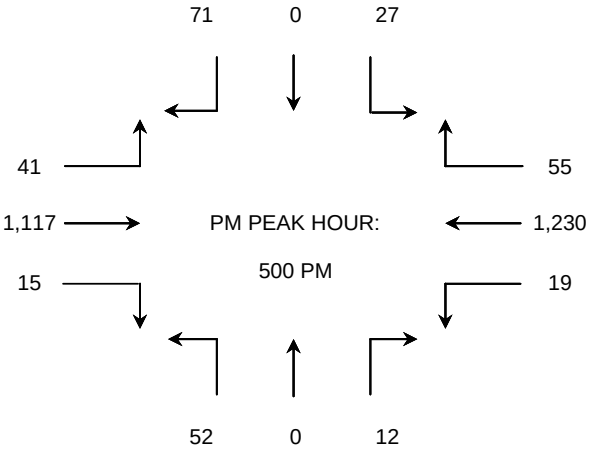
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	16	723	28	33	696	16	14	0	22	20	0	14	1,582
7:15 - 8:15	16	755	36	40	713	12	12	0	24	27	0	19	1,654
7:30 - 8:30	9	755	37	47	734	13	7	1	17	25	0	20	1,665 *
7:45 - 8:45	9	743	28	38	756	10	10	1	15	27	0	20	1,657
8:00 - 9:00	8	732	26	28	782	6	9	1	17	22	0	20	1,651



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	2	246	5	5	201	2	3	0	2	3	0	5	474
4:15 - 4:30	5	270	7	7	213	4	6	0	9	7	0	6	534
4:30 - 4:45	7	283	7	6	237	1	8	0	5	8	0	8	570
4:45 - 5:00	5	300	9	7	247	3	11	0	8	11	0	12	613
5:00 - 5:15	7	311	11	4	265	4	15	0	3	7	0	14	641
5:15 - 5:30	1	318	15	8	291	2	13	0	3	6	0	19	676
5:30 - 5:45	3	302	13	13	284	5	11	0	2	10	0	20	663
5:45 - 6:00	8	299	16	16	277	4	13	0	4	4	0	18	659

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	19	1,099	28	25	898	10	28	0	24	29	0	31	2,191
4:15 - 5:15	24	1,164	34	24	962	12	40	0	25	33	0	40	2,358
4:30 - 5:30	20	1,212	42	25	1,040	10	47	0	19	32	0	53	2,500
4:45 - 5:45	16	1,231	48	32	1,087	14	50	0	16	34	0	65	2,593
5:00 - 6:00	19	1,230	55	41	1,117	15	52	0	12	27	0	71	2,639 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

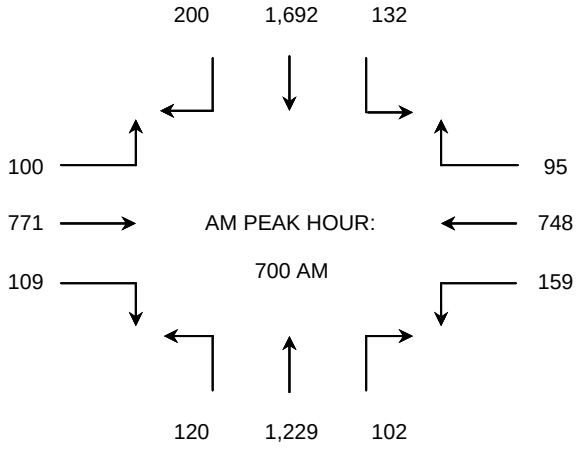
Prepared by: National Data & Surveying Services
Project # 07-2473-010

N/S STREET: De Soto Ave **E/W STREET:** Lassen St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	53	174	22	48	181	18	34	326	23	41	494	44	1,458
7:15 - 7:30	35	198	13	22	173	26	34	325	18	30	440	50	1,364
7:30 - 7:45	22	198	35	18	201	28	28	267	25	31	385	68	1,306
7:45 - 8:00	49	178	25	12	216	37	24	311	36	30	373	38	1,329
8:00 - 8:15	39	249	19	20	104	22	18	241	27	35	368	22	1,164
8:15 - 8:30	43	222	35	15	108	13	29	247	28	43	388	27	1,198
8:30 - 8:45	40	202	38	22	114	26	25	324	27	41	353	18	1,230
8:45 - 9:00	33	173	18	30	125	31	17	235	20	33	364	24	1,103

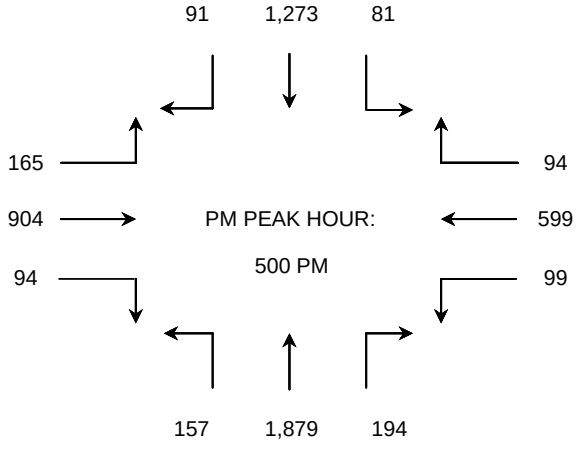
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	159	748	95	100	771	109	120	1,229	102	132	1,692	200	5,457 *
7:15 - 8:15	145	823	92	72	694	113	104	1,144	106	126	1,566	178	5,163
7:30 - 8:30	153	847	114	65	629	100	99	1,066	116	139	1,514	155	4,997
7:45 - 8:45	171	851	117	69	542	98	96	1,123	118	149	1,482	105	4,921
8:00 - 9:00	155	846	110	87	451	92	89	1,047	102	152	1,473	91	4,695



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	25	107	28	41	179	14	27	342	36	23	239	11	1,072
4:15 - 4:30	23	131	18	39	163	15	24	339	49	22	316	10	1,149
4:30 - 4:45	22	158	26	47	213	31	24	404	53	11	280	21	1,290
4:45 - 5:00	21	122	21	42	162	11	40	445	57	25	270	18	1,234
5:00 - 5:15	29	148	28	46	246	14	33	463	58	19	258	16	1,358
5:15 - 5:30	25	161	25	47	209	21	37	478	49	16	321	24	1,413
5:30 - 5:45	25	143	22	41	218	31	45	445	47	28	339	25	1,409
5:45 - 6:00	20	147	19	31	231	28	42	493	40	18	355	26	1,450

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	91	518	93	169	717	71	115	1,530	195	81	1,105	60	4,745
4:15 - 5:15	95	559	93	174	784	71	121	1,651	217	77	1,124	65	5,031
4:30 - 5:30	97	589	100	182	830	77	134	1,790	217	71	1,129	79	5,295
4:45 - 5:45	100	574	96	176	835	77	155	1,831	211	88	1,188	83	5,414
5:00 - 6:00	99	599	94	165	904	94	157	1,879	194	81	1,273	91	5,630 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

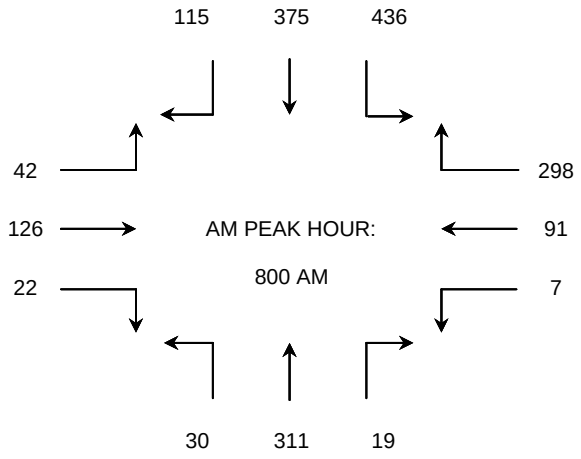
Prepared by: National Data & Surveying Services
Project # 07-2473-011

N/S STREET: Owensmouth Ave **E/W STREET:** Marilla St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	3	17	52	3	20	1	4	54	4	68	48	26	300
7:15 - 7:30	4	13	58	4	24	3	7	65	5	77	53	16	329
7:30 - 7:45	2	12	71	6	28	2	3	67	10	72	63	19	355
7:45 - 8:00	1	17	70	10	30	1	8	79	5	81	73	23	398
8:00 - 8:15	0	18	73	9	28	4	4	77	7	93	86	26	425
8:15 - 8:30	1	24	79	8	38	8	7	82	4	103	92	35	481
8:30 - 8:45	2	27	75	12	32	6	10	77	2	123	108	31	505
8:45 - 9:00	4	22	71	13	28	4	9	75	6	117	89	23	461

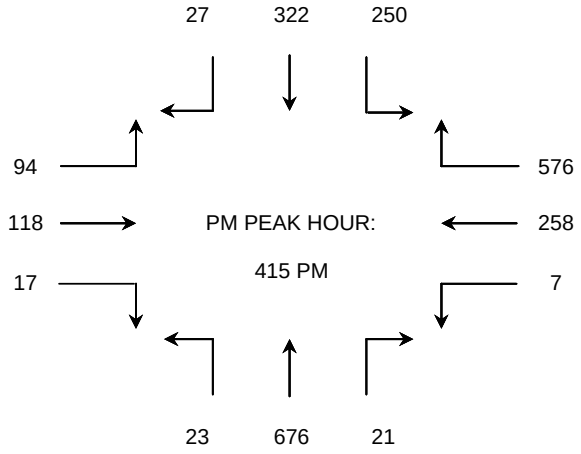
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	10	59	251	23	102	7	22	265	24	298	237	84	1,382
7:15 - 8:15	7	60	272	29	110	10	22	288	27	323	275	84	1,507
7:30 - 8:30	4	71	293	33	124	15	22	305	26	349	314	103	1,659
7:45 - 8:45	4	86	297	39	128	19	29	315	18	400	359	115	1,809
8:00 - 9:00	7	91	298	42	126	22	30	311	19	436	375	115	1,872 *



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	2	48	129	19	33	0	6	167	3	55	53	2	517
4:15 - 4:30	0	57	138	23	31	2	5	143	6	58	65	6	534
4:30 - 4:45	1	51	136	28	39	5	7	176	4	61	74	8	590
4:45 - 5:00	3	71	139	20	26	3	3	170	3	64	81	4	587
5:00 - 5:15	3	79	163	23	22	7	8	187	8	67	102	9	678
5:15 - 5:30	1	56	148	10	27	8	2	126	1	57	71	5	512
5:30 - 5:45	1	54	124	15	21	2	2	105	3	52	48	2	429
5:45 - 6:00	0	46	133	12	18	4	1	93	3	57	50	4	421

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	6	227	542	90	129	10	21	656	16	238	273	20	2,228
4:15 - 5:15	7	258	576	94	118	17	23	676	21	250	322	27	2,389 *
4:30 - 5:30	8	257	586	81	114	23	20	659	16	249	328	26	2,367
4:45 - 5:45	8	260	574	68	96	20	15	588	15	240	302	20	2,206
5:00 - 6:00	5	235	568	60	88	21	13	511	15	233	271	20	2,040



VEHICLE TURNING MOVEMENT COUNT SUMMARY

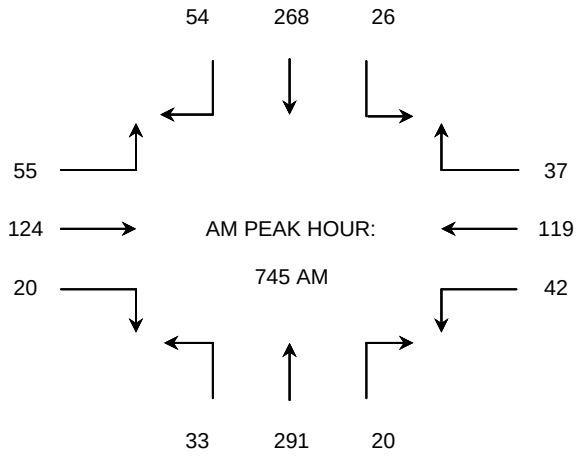
Prepared by: National Data & Surveying Services
Project # 07-2473-012

N/S STREET: Owensmouth Ave **E/W STREET:** Plummer St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	10	19	3	7	18	2	6	48	6	3	36	8	166
7:15 - 7:30	4	16	6	9	21	1	8	59	3	6	41	7	181
7:30 - 7:45	8	34	19	12	27	4	5	55	7	7	54	16	248
7:45 - 8:00	4	39	7	11	33	3	9	70	4	5	52	13	250
8:00 - 8:15	16	22	17	14	26	6	7	74	7	9	63	11	272
8:15 - 8:30	16	30	8	17	34	7	7	75	6	4	74	14	292
8:30 - 8:45	6	28	5	13	31	4	10	72	3	8	79	16	275
8:45 - 9:00	4	23	3	11	29	3	7	66	4	7	71	12	240

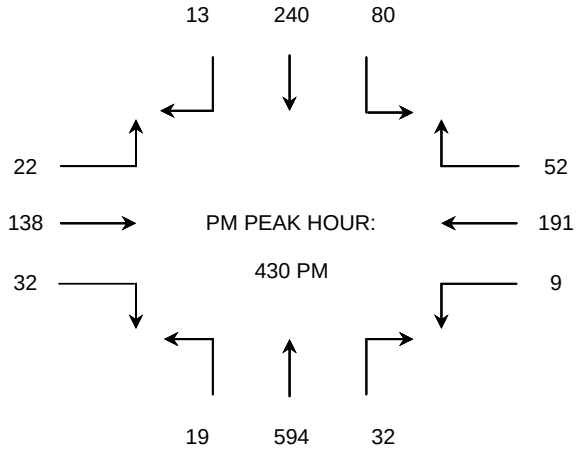
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	26	108	35	39	99	10	28	232	20	21	183	44	845
7:15 - 8:15	32	111	49	46	107	14	29	258	21	27	210	47	951
7:30 - 8:30	44	125	51	54	120	20	28	274	24	25	243	54	1,062
7:45 - 8:45	42	119	37	55	124	20	33	291	20	26	268	54	1,089 *
8:00 - 9:00	42	103	33	55	120	20	31	287	20	28	287	53	1,079



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	5	33	12	9	36	7	4	142	2	17	46	1	314
4:15 - 4:30	1	41	11	7	32	4	7	133	5	16	43	3	303
4:30 - 4:45	0	39	16	10	41	6	9	147	9	14	51	2	344
4:45 - 5:00	5	51	14	3	34	8	5	150	6	26	54	1	357
5:00 - 5:15	3	57	15	7	28	8	2	169	12	25	71	6	403
5:15 - 5:30	1	44	7	2	35	10	3	128	5	15	64	4	318
5:30 - 5:45	2	38	11	2	26	4	4	109	7	8	42	1	254
5:45 - 6:00	4	32	9	3	19	2	2	91	5	6	40	5	218

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	11	164	53	29	143	25	25	572	22	73	194	7	1,318
4:15 - 5:15	9	188	56	27	135	26	23	599	32	81	219	12	1,407
4:30 - 5:30	9	191	52	22	138	32	19	594	32	80	240	13	1,422 *
4:45 - 5:45	11	190	47	14	123	30	14	556	30	74	231	12	1,332
5:00 - 6:00	10	171	42	14	108	24	11	497	29	54	217	16	1,193



VEHICLE TURNING MOVEMENT COUNT SUMMARY

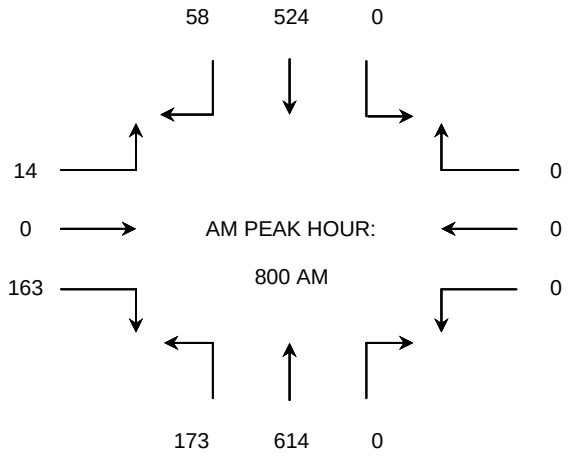
Prepared by: National Data & Surveying Services
Project # 07-2473-013

N/S STREET: Canoga Ave **E/W STREET:** Plummer St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	0	0	0	0	27	13	81	0	0	144	3	268
7:15 - 7:30	0	0	0	2	0	25	17	76	0	0	153	11	284
7:30 - 7:45	0	0	0	1	0	29	20	145	0	0	131	10	336
7:45 - 8:00	0	0	0	4	0	48	38	144	0	0	144	10	388
8:00 - 8:15	0	0	0	3	0	36	47	114	0	0	115	16	331
8:15 - 8:30	0	0	0	3	0	45	49	143	0	0	141	8	389
8:30 - 8:45	0	0	0	3	0	42	28	171	0	0	122	14	380
8:45 - 9:00	0	0	0	5	0	40	49	186	0	0	146	20	446

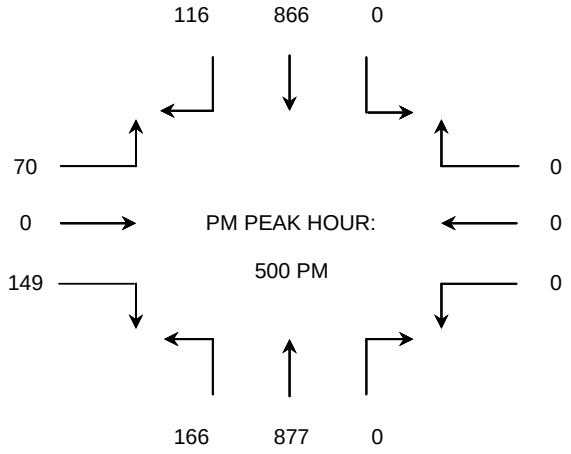
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	0	0	0	7	0	129	88	446	0	0	572	34	1,276
7:15 - 8:15	0	0	0	10	0	138	122	479	0	0	543	47	1,339
7:30 - 8:30	0	0	0	11	0	158	154	546	0	0	531	44	1,444
7:45 - 8:45	0	0	0	13	0	171	162	572	0	0	522	48	1,488
8:00 - 9:00	0	0	0	14	0	163	173	614	0	0	524	58	1,546 *



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	0	0	0	26	0	19	17	143	0	0	155	12	372
4:15 - 4:30	0	0	0	18	0	47	24	238	0	0	128	17	472
4:30 - 4:45	0	0	0	8	0	43	38	204	0	0	181	20	494
4:45 - 5:00	0	0	0	23	0	19	22	196	0	0	172	18	450
5:00 - 5:15	0	0	0	16	0	24	48	210	0	0	175	24	497
5:15 - 5:30	0	0	0	8	0	36	30	245	0	0	225	12	556
5:30 - 5:45	0	0	0	24	0	42	52	200	0	0	240	49	607
5:45 - 6:00	0	0	0	22	0	47	36	222	0	0	226	31	584

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	0	0	0	75	0	128	101	781	0	0	636	67	1,788
4:15 - 5:15	0	0	0	65	0	133	132	848	0	0	656	79	1,913
4:30 - 5:30	0	0	0	55	0	122	138	855	0	0	753	74	1,997
4:45 - 5:45	0	0	0	71	0	121	152	851	0	0	812	103	2,110
5:00 - 6:00	0	0	0	70	0	149	166	877	0	0	866	116	2,244 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

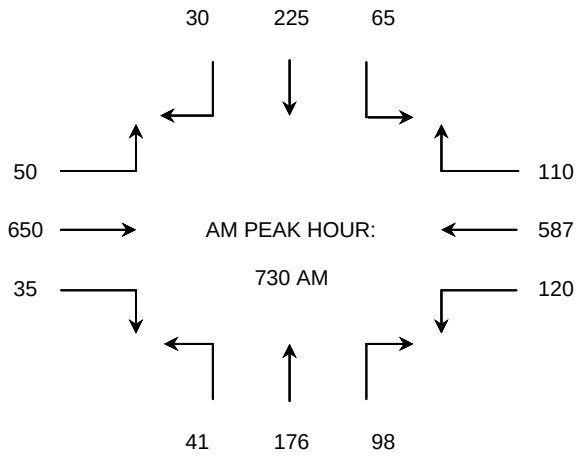
Prepared by: National Data & Surveying Services
Project # 07-2473-014

N/S STREET: Owensmouth Ave **E/W STREET:** Nordhoff St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	10	49	14	10	85	4	6	35	12	8	22	3	258
7:15 - 7:30	12	91	14	9	144	1	7	65	32	2	47	6	430
7:30 - 7:45	43	149	30	15	143	7	12	66	26	10	65	5	571
7:45 - 8:00	38	175	29	9	174	11	10	46	33	20	64	8	617
8:00 - 8:15	19	135	26	16	167	6	9	47	21	17	47	9	519
8:15 - 8:30	20	128	25	10	166	11	10	17	18	18	49	8	480
8:30 - 8:45	11	132	19	9	175	6	9	29	26	18	49	9	492
8:45 - 9:00	12	88	12	11	104	7	5	11	22	15	30	4	321

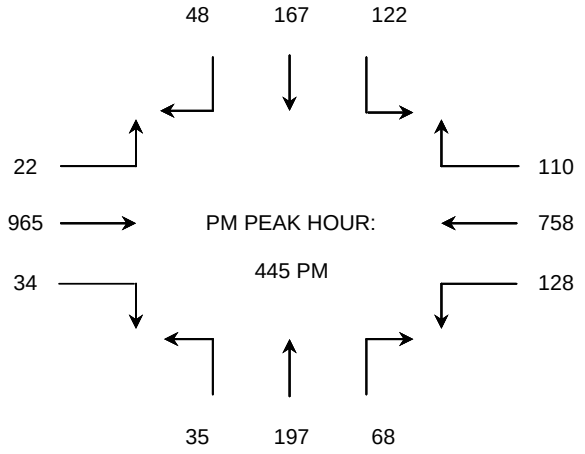
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	103	464	87	43	546	23	35	212	103	40	198	22	1,876
7:15 - 8:15	112	550	99	49	628	25	38	224	112	49	223	28	2,137
7:30 - 8:30	120	587	110	50	650	35	41	176	98	65	225	30	2,187 *
7:45 - 8:45	88	570	99	44	682	34	38	139	98	73	209	34	2,108
8:00 - 9:00	62	483	82	46	612	30	33	104	87	68	175	30	1,812



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	16	124	29	3	155	4	4	31	12	14	38	8	438
4:15 - 4:30	17	139	41	5	188	5	6	32	17	20	32	9	511
4:30 - 4:45	37	153	38	1	218	8	11	48	19	37	56	18	644
4:45 - 5:00	25	139	32	7	235	9	6	47	18	30	33	10	591
5:00 - 5:15	37	208	34	5	278	9	13	34	17	49	59	16	759
5:15 - 5:30	41	208	12	5	210	7	7	64	20	17	37	12	640
5:30 - 5:45	25	203	32	5	242	9	9	52	13	26	38	10	664
5:45 - 6:00	24	131	16	4	235	5	6	30	8	12	24	7	502

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	95	555	140	16	796	26	27	158	66	101	159	45	2,184
4:15 - 5:15	116	639	145	18	919	31	36	161	71	136	180	53	2,505
4:30 - 5:30	140	708	116	18	941	33	37	193	74	133	185	56	2,634
4:45 - 5:45	128	758	110	22	965	34	35	197	68	122	167	48	2,654 *
5:00 - 6:00	127	750	94	19	965	30	35	180	58	104	158	45	2,565



VEHICLE TURNING MOVEMENT COUNT SUMMARY

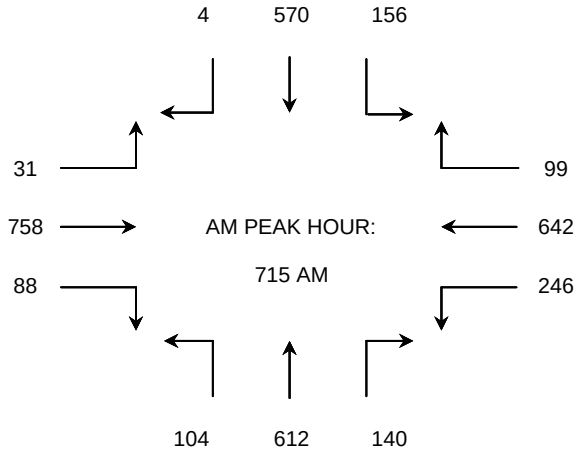
Prepared by: National Data & Surveying Services
Project # 07-2473-015

N/S STREET: Canoga Ave **E/W STREET:** Nordhoff St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	46	71	22	1	167	7	17	118	31	36	91	1	608
7:15 - 7:30	74	116	16	7	176	9	22	127	29	36	123	0	735
7:30 - 7:45	54	177	21	10	200	31	17	153	33	31	159	2	888
7:45 - 8:00	53	178	25	10	188	22	33	162	32	42	182	1	928
8:00 - 8:15	65	171	37	4	194	26	32	170	46	47	106	1	899
8:15 - 8:30	47	123	31	2	137	17	19	115	40	38	137	4	710
8:30 - 8:45	55	110	41	4	164	18	18	100	35	32	122	4	703
8:45 - 9:00	41	104	24	2	128	14	22	76	31	51	153	0	646

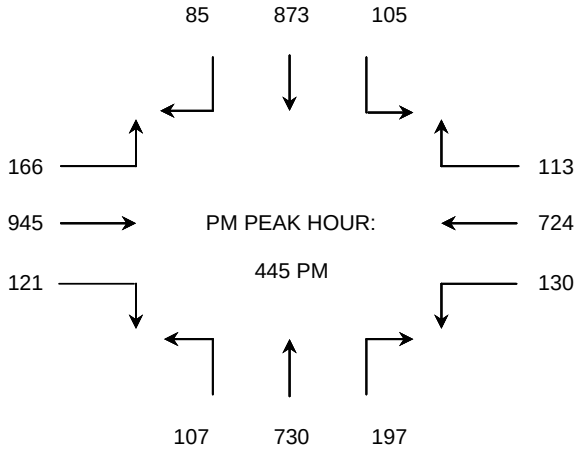
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	227	542	84	28	731	69	89	560	125	145	555	4	3,159
7:15 - 8:15	246	642	99	31	758	88	104	612	140	156	570	4	3,450 *
7:30 - 8:30	219	649	114	26	719	96	101	600	151	158	584	8	3,425
7:45 - 8:45	220	582	134	20	683	83	102	547	153	159	547	10	3,240
8:00 - 9:00	208	508	133	12	623	75	91	461	152	168	518	9	2,958



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	30	157	40	43	174	23	27	150	28	19	170	21	882
4:15 - 4:30	35	148	23	46	177	23	24	161	48	21	190	22	918
4:30 - 4:45	37	162	44	41	223	42	27	164	43	33	207	19	1,042
4:45 - 5:00	35	190	29	43	232	38	29	178	49	28	212	21	1,084
5:00 - 5:15	36	175	26	45	235	31	24	171	52	25	217	21	1,058
5:15 - 5:30	32	182	34	39	240	27	31	185	55	24	228	18	1,095
5:30 - 5:45	27	177	24	39	238	25	23	196	41	28	216	25	1,059
5:45 - 6:00	24	172	28	37	162	22	25	189	35	33	205	21	953

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	137	657	136	173	806	126	107	653	168	101	779	83	3,926
4:15 - 5:15	143	675	122	175	867	134	104	674	192	107	826	83	4,102
4:30 - 5:30	140	709	133	168	930	138	111	698	199	110	864	79	4,279
4:45 - 5:45	130	724	113	166	945	121	107	730	197	105	873	85	4,296 *
5:00 - 6:00	119	706	112	160	875	105	103	741	183	110	866	85	4,165



VEHICLE TURNING MOVEMENT COUNT SUMMARY

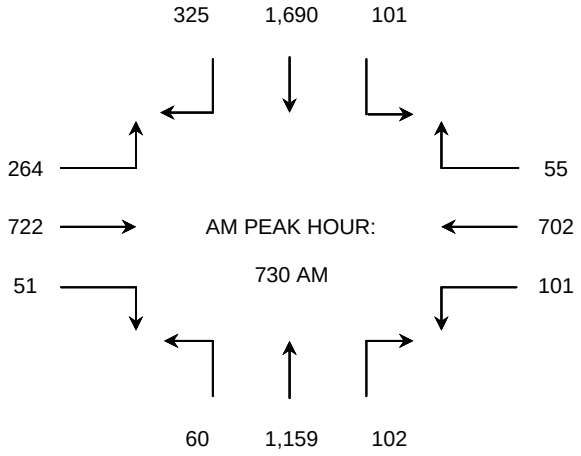
Prepared by: National Data & Surveying Services
Project # 07-2473-016

N/S STREET: De Soto Ave **E/W STREET:** Nordhoff St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	13	131	11	33	147	9	5	207	11	8	262	34	871
7:15 - 7:30	15	151	12	55	159	10	8	252	10	9	294	46	1,021
7:30 - 7:45	20	154	15	72	184	11	10	339	18	11	393	50	1,277
7:45 - 8:00	29	185	12	60	192	10	17	316	31	31	422	75	1,380
8:00 - 8:15	24	184	12	69	176	13	14	261	28	36	466	109	1,392
8:15 - 8:30	28	179	16	63	170	17	19	243	25	23	409	91	1,283
8:30 - 8:45	23	160	21	52	149	18	17	252	16	19	388	86	1,201
8:45 - 9:00	18	144	16	49	140	15	11	217	14	10	337	67	1,038

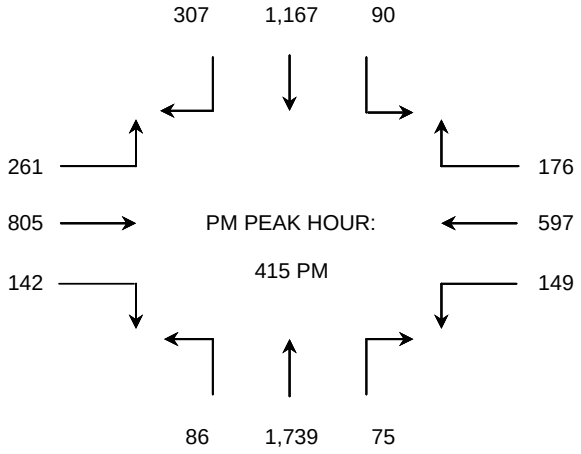
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	77	621	50	220	682	40	40	1,114	70	59	1,371	205	4,549
7:15 - 8:15	88	674	51	256	711	44	49	1,168	87	87	1,575	280	5,070
7:30 - 8:30	101	702	55	264	722	51	60	1,159	102	101	1,690	325	5,332 *
7:45 - 8:45	104	708	61	244	687	58	67	1,072	100	109	1,685	361	5,256
8:00 - 9:00	93	667	65	233	635	63	61	973	83	88	1,600	353	4,914



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	20	167	38	58	135	25	19	372	9	15	234	70	1,162
4:15 - 4:30	46	161	43	76	184	36	20	378	18	22	257	82	1,323
4:30 - 4:45	41	137	42	60	187	34	27	485	22	21	316	70	1,442
4:45 - 5:00	33	155	50	63	231	35	21	445	15	26	309	75	1,458
5:00 - 5:15	29	144	41	62	203	37	18	431	20	21	285	80	1,371
5:15 - 5:30	26	137	40	43	222	36	15	415	18	27	273	63	1,315
5:30 - 5:45	37	121	32	48	220	25	19	412	26	20	269	57	1,286
5:45 - 6:00	28	119	29	45	206	22	17	405	20	18	266	59	1,234

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	140	620	173	257	737	130	87	1,680	64	84	1,116	297	5,385
4:15 - 5:15	149	597	176	261	805	142	86	1,739	75	90	1,167	307	5,594 *
4:30 - 5:30	129	573	173	228	843	142	81	1,776	75	95	1,183	288	5,586
4:45 - 5:45	125	557	163	216	876	133	73	1,703	79	94	1,136	275	5,430
5:00 - 6:00	120	521	142	198	851	120	69	1,663	84	86	1,093	259	5,206



VEHICLE TURNING MOVEMENT COUNT SUMMARY

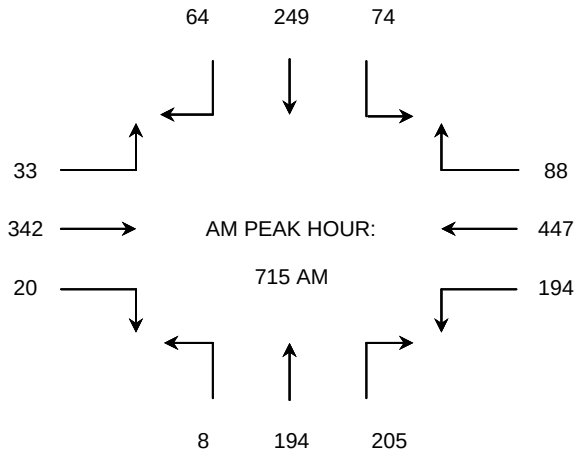
Prepared by: National Data & Surveying Services
Project # 07-2473-017

N/S STREET: Owensmouth Ave **E/W STREET:** Parthenia St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	17	73	8	3	70	1	4	32	13	17	19	10	267
7:15 - 7:30	36	104	19	5	64	2	1	46	61	21	46	10	415
7:30 - 7:45	51	131	22	7	89	5	3	63	49	18	84	19	541
7:45 - 8:00	71	133	19	11	83	9	4	49	53	23	61	22	538
8:00 - 8:15	36	79	28	10	106	4	0	36	42	12	58	13	424
8:15 - 8:30	34	101	11	3	88	3	1	25	38	10	52	5	371
8:30 - 8:45	28	71	19	3	86	1	3	19	26	10	40	6	312
8:45 - 9:00	14	55	12	5	70	2	1	28	12	17	25	9	250

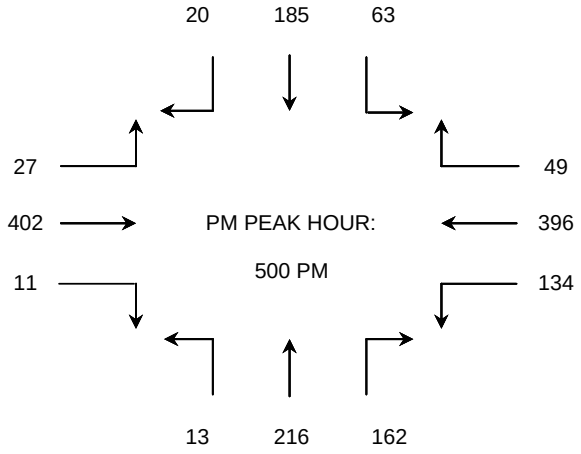
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	175	441	68	26	306	17	12	190	176	79	210	61	1,761
7:15 - 8:15	194	447	88	33	342	20	8	194	205	74	249	64	1,918 *
7:30 - 8:30	192	444	80	31	366	21	8	173	182	63	255	59	1,874
7:45 - 8:45	169	384	77	27	363	17	8	129	159	55	211	46	1,645
8:00 - 9:00	112	306	70	21	350	10	5	108	118	49	175	33	1,357



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	10	47	4	9	44	2	5	26	25	10	23	1	206
4:15 - 4:30	21	89	9	3	72	8	2	39	39	9	39	9	339
4:30 - 4:45	30	96	18	6	87	5	2	49	35	43	51	6	428
4:45 - 5:00	23	78	13	7	82	4	5	44	39	17	40	4	356
5:00 - 5:15	32	92	9	10	101	3	4	53	30	27	53	8	422
5:15 - 5:30	43	103	18	7	114	1	0	53	39	15	46	1	440
5:30 - 5:45	26	90	9	1	99	2	5	58	49	12	44	8	403
5:45 - 6:00	33	111	13	9	88	5	4	52	44	9	42	3	413

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	84	310	44	25	285	19	14	158	138	79	153	20	1,329
4:15 - 5:15	106	355	49	26	342	20	13	185	143	96	183	27	1,545
4:30 - 5:30	128	369	58	30	384	13	11	199	143	102	190	19	1,646
4:45 - 5:45	124	363	49	25	396	10	14	208	157	71	183	21	1,621
5:00 - 6:00	134	396	49	27	402	11	13	216	162	63	185	20	1,678 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

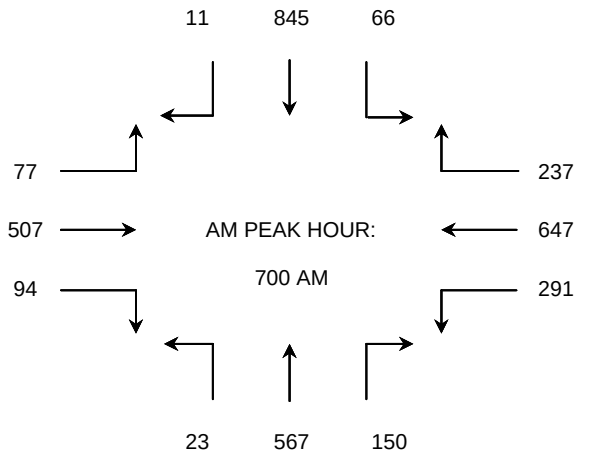
Prepared by: National Data & Surveying Services
Project # 07-2473-018

N/S STREET: Canoga Ave **E/W STREET:** Parthenia St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	68	143	50	20	117	18	4	125	40	15	204	2	806
7:15 - 7:30	71	150	53	27	128	19	6	129	42	17	208	4	854
7:30 - 7:45	84	172	56	18	133	23	7	160	30	14	219	2	918
7:45 - 8:00	68	182	78	12	129	34	6	153	38	20	214	3	937
8:00 - 8:15	77	137	65	9	107	19	8	143	55	13	156	7	796
8:15 - 8:30	92	100	45	4	96	12	5	127	44	10	181	3	719
8:30 - 8:45	83	99	38	5	91	16	2	116	39	17	187	4	697
8:45 - 9:00	78	89	24	4	87	13	8	114	38	18	182	1	656

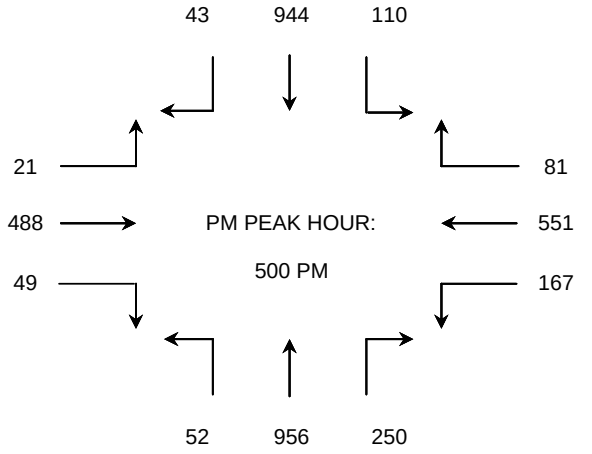
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	291	647	237	77	507	94	23	567	150	66	845	11	3,515 *
7:15 - 8:15	300	641	252	66	497	95	27	585	165	64	797	16	3,505
7:30 - 8:30	321	591	244	43	465	88	26	583	167	57	770	15	3,370
7:45 - 8:45	320	518	226	30	423	81	21	539	176	60	738	17	3,149
8:00 - 9:00	330	425	172	22	381	60	23	500	176	58	706	15	2,868



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	28	79	18	6	112	10	10	194	49	28	201	8	743
4:15 - 4:30	30	81	20	9	125	13	12	212	51	29	216	7	805
4:30 - 4:45	32	85	23	10	132	15	15	227	53	31	212	11	846
4:45 - 5:00	34	97	28	7	116	18	17	236	54	34	218	12	871
5:00 - 5:15	38	130	28	4	136	20	18	226	61	35	224	15	935
5:15 - 5:30	38	144	16	5	131	11	10	271	63	28	236	10	963
5:30 - 5:45	46	133	14	6	116	11	12	246	64	28	245	5	926
5:45 - 6:00	45	144	23	6	105	7	12	213	62	19	239	13	888

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	124	342	89	32	485	56	54	869	207	122	847	38	3,265
4:15 - 5:15	134	393	99	30	509	66	62	901	219	129	870	45	3,457
4:30 - 5:30	142	456	95	26	515	64	60	960	231	128	890	48	3,615
4:45 - 5:45	156	504	86	22	499	60	57	979	242	125	923	42	3,695
5:00 - 6:00	167	551	81	21	488	49	52	956	250	110	944	43	3,712 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

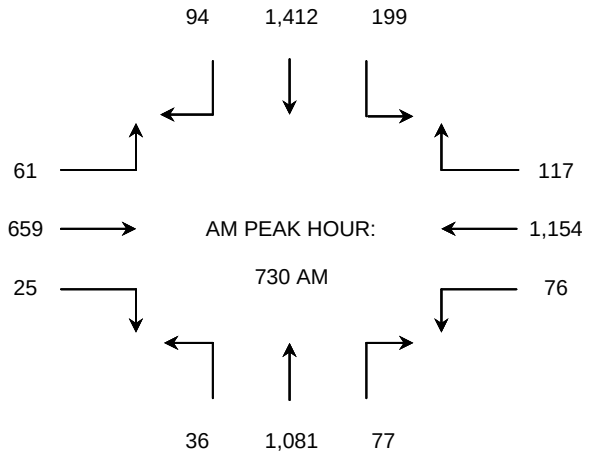
Prepared by: National Data & Surveying Services
Project # 07-2473-019

N/S STREET: De Soto Ave **E/W STREET:** Parthenia St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	11	129	7	17	130	9	5	197	7	22	302	22	858
7:15 - 7:30	19	162	11	20	137	17	4	202	8	17	315	25	937
7:30 - 7:45	21	250	55	11	164	5	10	209	14	83	306	16	1,144
7:45 - 8:00	20	349	29	15	195	12	10	289	27	42	443	23	1,454
8:00 - 8:15	17	304	20	18	172	5	11	295	19	40	376	26	1,303
8:15 - 8:30	18	251	13	17	128	3	5	288	17	34	287	29	1,090
8:30 - 8:45	36	203	8	49	90	3	11	288	6	27	347	14	1,082
8:45 - 9:00	39	198	8	46	94	13	7	244	8	23	273	14	967

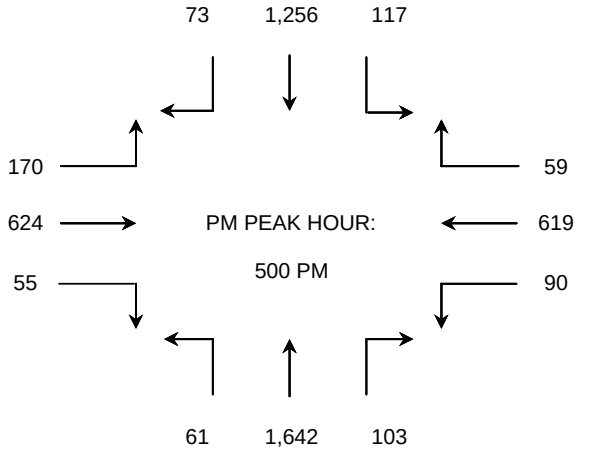
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	71	890	102	63	626	43	29	897	56	164	1,366	86	4,393
7:15 - 8:15	77	1,065	115	64	668	39	35	995	68	182	1,440	90	4,838
7:30 - 8:30	76	1,154	117	61	659	25	36	1,081	77	199	1,412	94	4,991 *
7:45 - 8:45	91	1,107	70	99	585	23	37	1,160	69	143	1,453	92	4,929
8:00 - 9:00	110	956	49	130	484	24	34	1,115	50	124	1,283	83	4,442



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	14	134	13	42	159	8	13	390	21	34	232	16	1,076
4:15 - 4:30	16	122	20	34	120	13	13	295	40	24	210	22	929
4:30 - 4:45	24	142	18	41	151	19	7	378	34	44	241	19	1,118
4:45 - 5:00	15	96	14	44	159	16	18	320	36	36	319	15	1,088
5:00 - 5:15	18	145	13	50	165	17	16	384	32	34	356	13	1,243
5:15 - 5:30	30	170	20	56	140	10	9	481	23	30	374	17	1,360
5:30 - 5:45	22	150	12	30	159	14	22	344	19	24	250	17	1,063
5:45 - 6:00	20	154	14	34	160	14	14	433	29	29	276	26	1,203

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	69	494	65	161	589	56	51	1,383	131	138	1,002	72	4,211
4:15 - 5:15	73	505	65	169	595	65	54	1,377	142	138	1,126	69	4,378
4:30 - 5:30	87	553	65	191	615	62	50	1,563	125	144	1,290	64	4,809
4:45 - 5:45	85	561	59	180	623	57	65	1,529	110	124	1,299	62	4,754
5:00 - 6:00	90	619	59	170	624	55	61	1,642	103	117	1,256	73	4,869 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

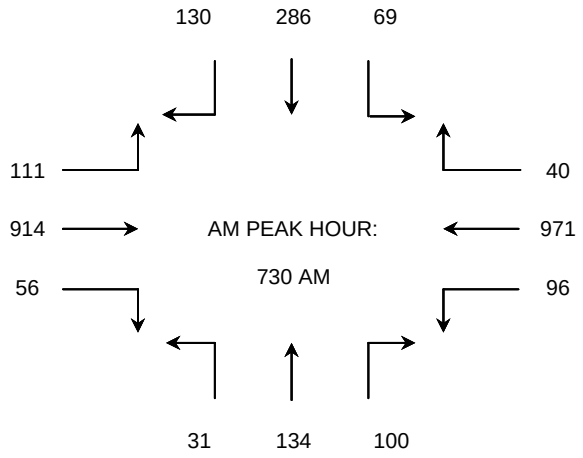
Prepared by: National Data & Surveying Services
Project # 07-2473-020

N/S STREET: Owensmouth Ave **E/W STREET:** Roscoe Blvd

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	16	133	5	20	124	15	5	16	23	11	29	4	401
7:15 - 7:30	18	186	6	16	198	8	8	37	33	16	43	22	591
7:30 - 7:45	19	255	5	31	206	11	11	40	24	17	65	41	725
7:45 - 8:00	26	243	12	29	253	18	9	42	27	21	82	38	800
8:00 - 8:15	22	240	10	25	238	16	4	33	25	17	78	26	734
8:15 - 8:30	29	233	13	26	217	11	7	19	24	14	61	25	679
8:30 - 8:45	20	206	7	22	196	17	6	12	15	12	43	11	567
8:45 - 9:00	17	188	5	14	170	5	5	11	14	12	41	10	492

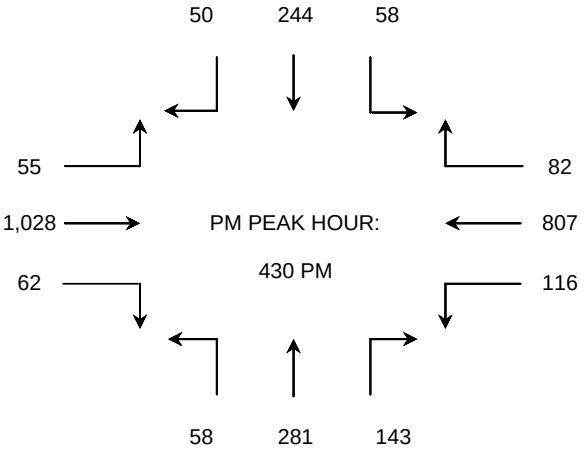
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	79	817	28	96	781	52	33	135	107	65	219	105	2,517
7:15 - 8:15	85	924	33	101	895	53	32	152	109	71	268	127	2,850
7:30 - 8:30	96	971	40	111	914	56	31	134	100	69	286	130	2,938 *
7:45 - 8:45	97	922	42	102	904	62	26	106	91	64	264	100	2,780
8:00 - 9:00	88	867	35	87	821	49	22	75	78	55	223	72	2,472



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	19	151	11	10	203	10	6	45	19	10	33	7	524
4:15 - 4:30	17	156	10	12	212	9	8	46	17	8	42	8	545
4:30 - 4:45	26	193	17	18	260	12	19	61	25	14	64	9	718
4:45 - 5:00	25	204	23	11	249	17	16	74	37	19	58	14	747
5:00 - 5:15	40	212	19	12	268	18	12	72	35	13	65	14	780
5:15 - 5:30	25	198	23	14	251	15	11	74	46	12	57	13	739
5:30 - 5:45	21	196	20	11	239	14	10	70	43	14	60	13	711
5:45 - 6:00	19	193	17	11	233	12	13	67	39	14	55	11	684

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	87	704	61	51	924	48	49	226	98	51	197	38	2,534
4:15 - 5:15	108	765	69	53	989	56	55	253	114	54	229	45	2,790
4:30 - 5:30	116	807	82	55	1,028	62	58	281	143	58	244	50	2,984 *
4:45 - 5:45	111	810	85	48	1,007	64	49	290	161	58	240	54	2,977
5:00 - 6:00	105	799	79	48	991	59	46	283	163	53	237	51	2,914



VEHICLE TURNING MOVEMENT COUNT SUMMARY

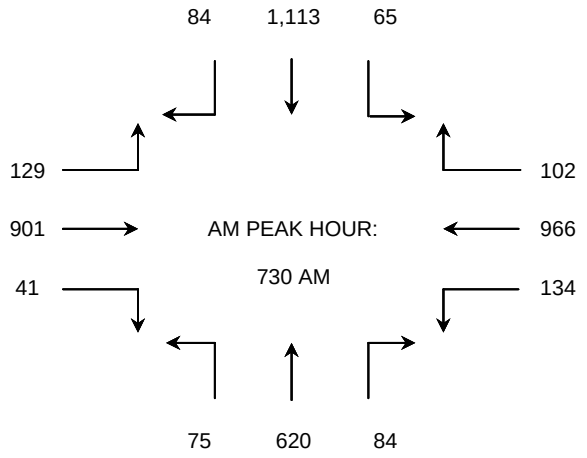
Prepared by: National Data & Surveying Services
Project # 07-2473-021

N/S STREET: Canoga Ave **E/W STREET:** Roscoe Blvd

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	33	178	14	15	173	11	17	102	21	9	120	26	719
7:15 - 7:30	29	192	20	32	194	17	16	126	18	13	255	10	922
7:30 - 7:45	46	268	25	30	213	18	20	176	18	18	297	24	1,153
7:45 - 8:00	23	211	24	34	260	8	16	154	21	17	301	19	1,088
8:00 - 8:15	31	261	33	32	217	9	20	147	25	19	235	15	1,044
8:15 - 8:30	34	226	20	33	211	6	19	143	20	11	280	26	1,029
8:30 - 8:45	31	166	15	31	148	9	22	134	17	16	272	23	884
8:45 - 9:00	25	143	21	25	177	9	31	155	16	7	242	14	865

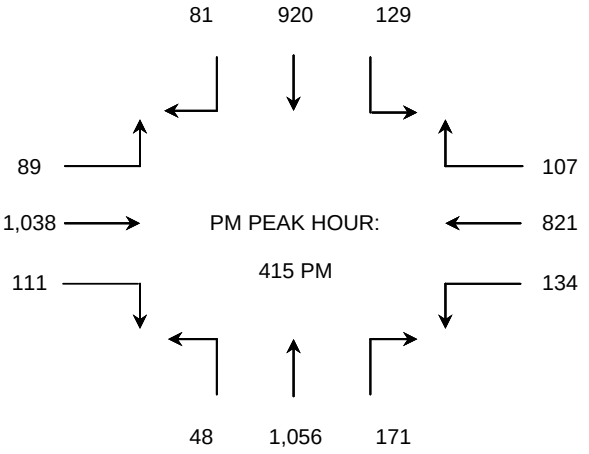
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	131	849	83	111	840	54	69	558	78	57	973	79	3,882
7:15 - 8:15	129	932	102	128	884	52	72	603	82	67	1,088	68	4,207
7:30 - 8:30	134	966	102	129	901	41	75	620	84	65	1,113	84	4,314 *
7:45 - 8:45	119	864	92	130	836	32	77	578	83	63	1,088	83	4,045
8:00 - 9:00	121	796	89	121	753	33	92	579	78	53	1,029	78	3,822



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	40	220	24	17	265	18	17	224	36	29	223	16	1,129
4:15 - 4:30	36	192	33	19	254	35	10	272	47	35	252	18	1,203
4:30 - 4:45	39	220	28	26	304	34	12	246	40	33	242	19	1,243
4:45 - 5:00	25	189	20	21	248	25	12	298	46	30	198	12	1,124
5:00 - 5:15	34	220	26	23	232	17	14	240	38	31	228	32	1,135
5:15 - 5:30	31	155	14	22	227	25	15	244	37	29	219	12	1,030
5:30 - 5:45	28	171	27	15	236	18	10	242	38	16	201	18	1,020
5:45 - 6:00	39	185	16	18	167	12	18	304	37	18	189	15	1,018

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	140	821	105	83	1,071	112	51	1,040	169	127	915	65	4,699
4:15 - 5:15	134	821	107	89	1,038	111	48	1,056	171	129	920	81	4,705 *
4:30 - 5:30	129	784	88	92	1,011	101	53	1,028	161	123	887	75	4,532
4:45 - 5:45	118	735	87	81	943	85	51	1,024	159	106	846	74	4,309
5:00 - 6:00	132	731	83	78	862	72	57	1,030	150	94	837	77	4,203



VEHICLE TURNING MOVEMENT COUNT SUMMARY

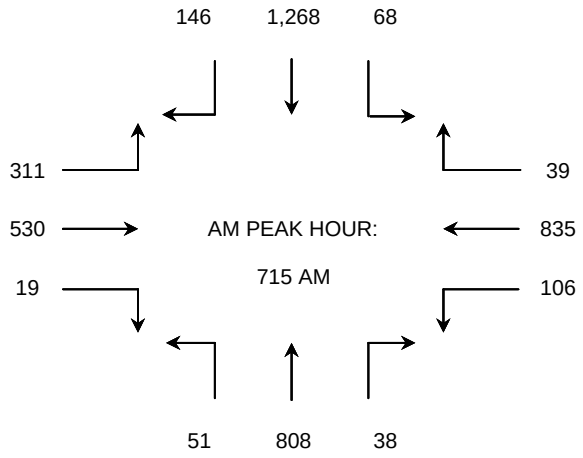
Prepared by: National Data & Surveying Services
Project # 07-2473-022

N/S STREET: De Soto Ave **E/W STREET:** Roscoe Blvd

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	22	126	7	51	123	6	7	243	13	8	261	34	901
7:15 - 7:30	26	176	8	58	138	9	11	260	12	14	297	33	1,042
7:30 - 7:45	35	204	9	105	160	6	22	221	12	30	308	56	1,168
7:45 - 8:00	23	215	7	63	106	2	6	130	8	10	272	13	855
8:00 - 8:15	22	240	15	85	126	2	12	197	6	14	391	44	1,154
8:15 - 8:30	21	184	10	73	169	3	13	185	3	20	292	24	997
8:30 - 8:45	19	204	11	46	184	7	12	133	1	6	323	25	971
8:45 - 9:00	17	196	29	35	168	1	10	129	10	15	289	41	940

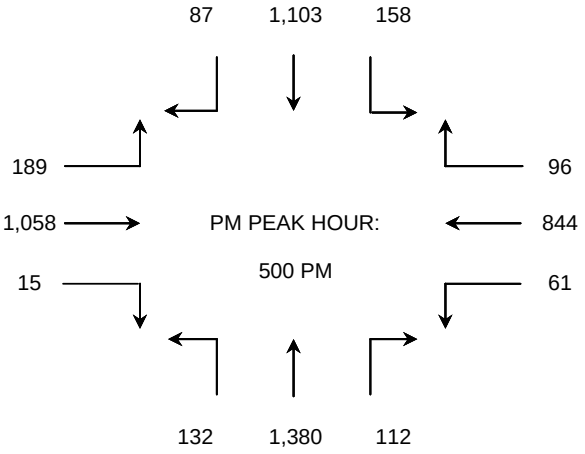
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	106	721	31	277	527	23	46	854	45	62	1,138	136	3,966
7:15 - 8:15	106	835	39	311	530	19	51	808	38	68	1,268	146	4,219 *
7:30 - 8:30	101	843	41	326	561	13	53	733	29	74	1,263	137	4,174
7:45 - 8:45	85	843	43	267	585	14	43	645	18	50	1,278	106	3,977
8:00 - 9:00	79	824	65	239	647	13	47	644	20	55	1,295	134	4,062



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	16	185	10	62	168	12	22	300	19	37	208	13	1,052
4:15 - 4:30	17	193	13	88	206	5	30	353	35	12	244	29	1,225
4:30 - 4:45	21	151	16	54	237	3	29	359	24	17	243	27	1,181
4:45 - 5:00	27	167	24	59	265	8	43	339	33	18	265	43	1,291
5:00 - 5:15	23	156	13	56	257	6	44	346	30	22	263	32	1,248
5:15 - 5:30	12	210	24	57	277	1	27	316	27	64	273	19	1,307
5:30 - 5:45	11	221	31	30	257	3	32	365	24	31	281	15	1,301
5:45 - 6:00	15	257	28	46	267	5	29	353	31	41	286	21	1,379

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	81	696	63	263	876	28	124	1,351	111	84	960	112	4,749
4:15 - 5:15	88	667	66	257	965	22	146	1,397	122	69	1,015	131	4,945
4:30 - 5:30	83	684	77	226	1,036	18	143	1,360	114	121	1,044	121	5,027
4:45 - 5:45	73	754	92	202	1,056	18	146	1,366	114	135	1,082	109	5,147
5:00 - 6:00	61	844	96	189	1,058	15	132	1,380	112	158	1,103	87	5,235 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

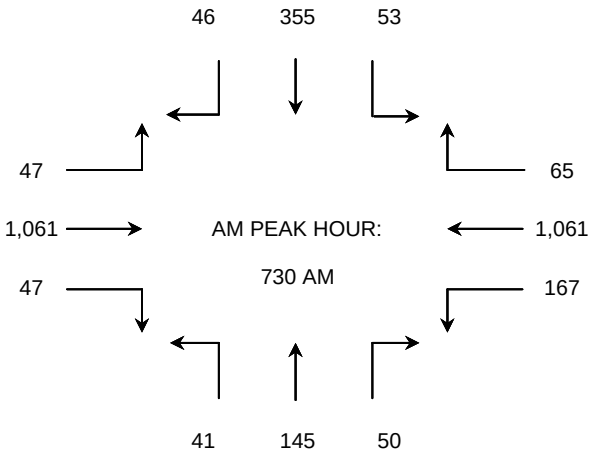
Prepared by: National Data & Surveying Services
Project # 07-2473-023

N/S STREET: Owensmouth Ave **E/W STREET:** Saticoy St

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	32	273	10	3	240	6	6	21	8	13	55	8	675
7:15 - 7:30	38	279	16	10	231	7	6	14	13	10	71	15	710
7:30 - 7:45	48	322	20	15	228	15	12	38	5	15	88	18	824
7:45 - 8:00	34	255	21	15	276	14	12	41	15	14	122	10	829
8:00 - 8:15	41	236	15	11	296	9	8	33	18	10	75	12	764
8:15 - 8:30	44	248	9	6	261	9	9	33	12	14	70	6	721
8:30 - 8:45	34	244	14	9	169	10	7	13	13	6	68	6	593
8:45 - 9:00	36	214	14	11	185	7	8	17	7	7	69	7	582

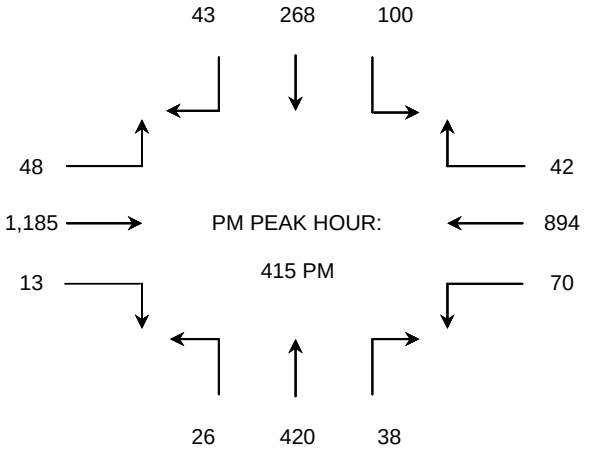
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	152	1,129	67	43	975	42	36	114	41	52	336	51	3,038
7:15 - 8:15	161	1,092	72	51	1,031	45	38	126	51	49	356	55	3,127
7:30 - 8:30	167	1,061	65	47	1,061	47	41	145	50	53	355	46	3,138 *
7:45 - 8:45	153	983	59	41	1,002	42	36	120	58	44	335	34	2,907
8:00 - 9:00	155	942	52	37	911	35	32	96	50	37	282	31	2,660



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 10/10/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	7	181	8	10	256	1	7	61	9	24	58	2	624
4:15 - 4:30	17	238	10	17	321	4	7	134	13	35	95	12	903
4:30 - 4:45	14	183	13	8	329	3	5	74	11	23	31	11	705
4:45 - 5:00	23	236	11	8	264	2	9	89	5	22	78	8	755
5:00 - 5:15	16	237	8	15	271	4	5	123	9	20	64	12	784
5:15 - 5:30	21	211	13	10	237	5	11	82	6	38	48	16	698
5:30 - 5:45	20	198	11	18	296	2	13	103	9	39	51	11	771
5:45 - 6:00	24	256	9	8	338	2	8	113	9	22	56	5	850

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	61	838	42	43	1,170	10	28	358	38	104	262	33	2,987
4:15 - 5:15	70	894	42	48	1,185	13	26	420	38	100	268	43	3,147 *
4:30 - 5:30	74	867	45	41	1,101	14	30	368	31	103	221	47	2,942
4:45 - 5:45	80	882	43	51	1,068	13	38	397	29	119	241	47	3,008
5:00 - 6:00	81	902	41	51	1,142	13	37	421	33	119	219	44	3,103



VEHICLE TURNING MOVEMENT COUNT SUMMARY

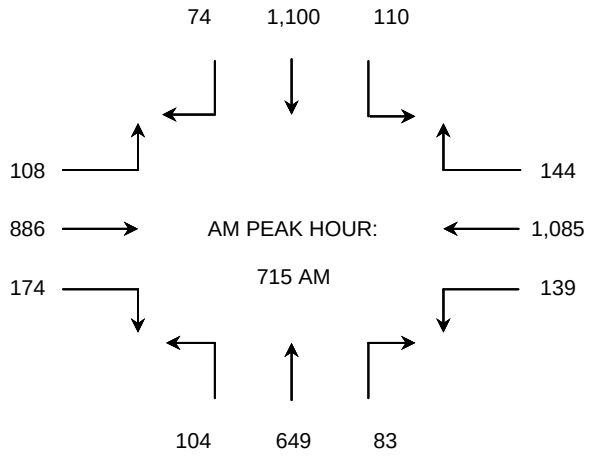
Prepared by: National Data & Surveying Services
Project # 07-2473-024

N/S STREET: Canoga Ave **E/W STREET:** Saticoy St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	23	222	21	16	160	39	18	106	25	20	183	22	855
7:15 - 7:30	28	261	34	16	209	65	34	171	31	34	294	25	1,202
7:30 - 7:45	34	312	40	30	241	60	30	167	16	31	256	23	1,240
7:45 - 8:00	42	235	31	40	183	23	13	160	23	25	282	10	1,067
8:00 - 8:15	35	277	39	22	253	26	27	151	13	20	268	16	1,147
8:15 - 8:30	34	278	44	20	281	16	18	148	35	26	275	22	1,197
8:30 - 8:45	29	321	49	15	199	23	21	162	29	32	242	17	1,139
8:45 - 9:00	28	252	44	16	171	28	31	172	33	32	213	18	1,038

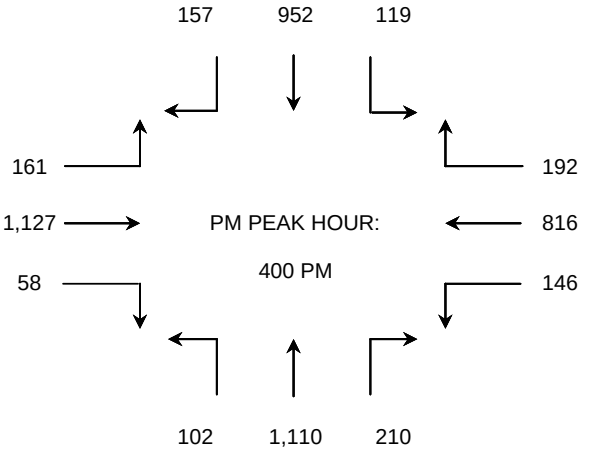
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	127	1,030	126	102	793	187	95	604	95	110	1,015	80	4,364
7:15 - 8:15	139	1,085	144	108	886	174	104	649	83	110	1,100	74	4,656 *
7:30 - 8:30	145	1,102	154	112	958	125	88	626	87	102	1,081	71	4,651
7:45 - 8:45	140	1,111	163	97	916	88	79	621	100	103	1,067	65	4,550
8:00 - 9:00	126	1,128	176	73	904	93	97	633	110	110	998	73	4,521



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	34	189	46	48	298	12	17	280	48	27	224	37	1,260
4:15 - 4:30	36	228	50	35	236	16	25	265	52	33	248	47	1,271
4:30 - 4:45	37	204	36	37	308	11	23	303	69	32	226	34	1,320
4:45 - 5:00	39	195	60	41	285	19	37	262	41	27	254	39	1,299
5:00 - 5:15	27	188	27	34	271	11	18	250	35	31	208	38	1,138
5:15 - 5:30	27	149	48	31	229	14	20	254	29	25	217	32	1,075
5:30 - 5:45	33	169	31	33	241	10	21	232	37	21	230	19	1,077
5:45 - 6:00	22	177	33	29	254	23	29	196	34	25	224	23	1,069

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	146	816	192	161	1,127	58	102	1,110	210	119	952	157	5,150 *
4:15 - 5:15	139	815	173	147	1,100	57	103	1,080	197	123	936	158	5,028
4:30 - 5:30	130	736	171	143	1,093	55	98	1,069	174	115	905	143	4,832
4:45 - 5:45	126	701	166	139	1,026	54	96	998	142	104	909	128	4,589
5:00 - 6:00	109	683	139	127	995	58	88	932	135	102	879	112	4,359



VEHICLE TURNING MOVEMENT COUNT SUMMARY

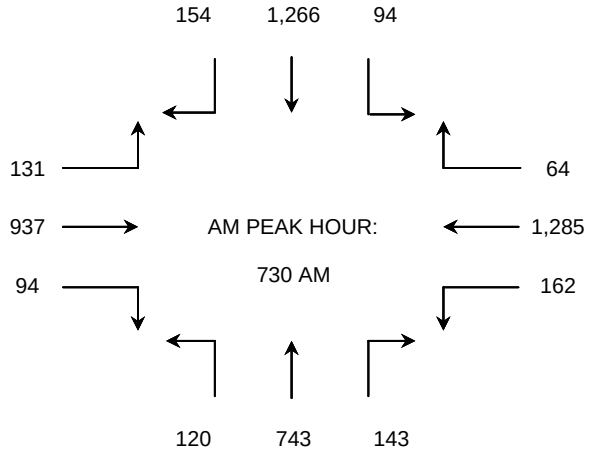
Prepared by: National Data & Surveying Services
Project # 07-2473-025

N/S STREET: De Soto Ave **E/W STREET:** Saticoy St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	26	245	18	26	122	11	28	100	15	19	178	20	808
7:15 - 7:30	43	261	29	35	231	17	25	161	31	18	260	26	1,137
7:30 - 7:45	40	315	12	30	234	18	25	163	43	28	292	32	1,232
7:45 - 8:00	32	323	18	37	249	20	25	188	33	23	334	44	1,326
8:00 - 8:15	39	338	17	33	245	29	31	193	31	20	302	47	1,325
8:15 - 8:30	51	309	17	31	209	27	39	199	36	23	338	31	1,310
8:30 - 8:45	50	241	25	20	201	22	21	137	28	24	240	45	1,054
8:45 - 9:00	43	282	29	30	213	27	31	139	37	32	209	31	1,103

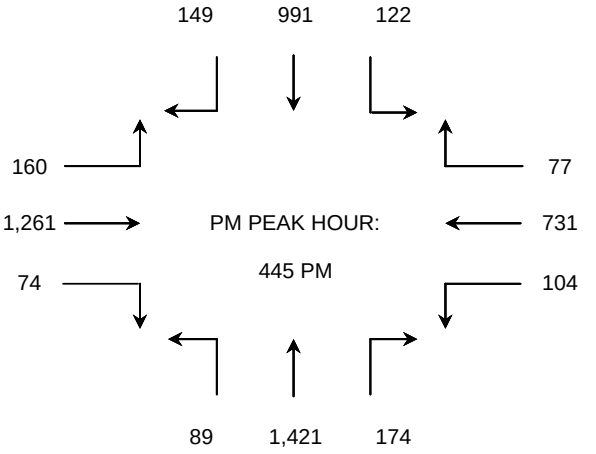
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	141	1,144	77	128	836	66	103	612	122	88	1,064	122	4,503
7:15 - 8:15	154	1,237	76	135	959	84	106	705	138	89	1,188	149	5,020
7:30 - 8:30	162	1,285	64	131	937	94	120	743	143	94	1,266	154	5,193 *
7:45 - 8:45	172	1,211	77	121	904	98	116	717	128	90	1,214	167	5,015
8:00 - 9:00	183	1,170	88	114	868	105	122	668	132	99	1,089	154	4,792



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/18/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	25	183	24	39	255	10	20	313	31	24	192	36	1,152
4:15 - 4:30	22	184	15	31	286	19	24	438	28	24	170	35	1,276
4:30 - 4:45	24	188	22	36	258	16	22	354	37	26	245	25	1,253
4:45 - 5:00	23	182	17	42	301	20	26	359	50	38	249	41	1,348
5:00 - 5:15	20	177	18	29	312	15	14	364	49	33	261	38	1,330
5:15 - 5:30	26	192	24	38	333	22	20	346	41	27	254	36	1,359
5:30 - 5:45	35	180	18	51	315	17	29	352	34	24	227	34	1,316
5:45 - 6:00	38	190	17	24	298	15	26	350	20	46	184	14	1,222

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	94	737	78	148	1,100	65	92	1,464	146	112	856	137	5,029
4:15 - 5:15	89	731	72	138	1,157	70	86	1,515	164	121	925	139	5,207
4:30 - 5:30	93	739	81	145	1,204	73	82	1,423	177	124	1,009	140	5,290
4:45 - 5:45	104	731	77	160	1,261	74	89	1,421	174	122	991	149	5,353 *
5:00 - 6:00	119	739	77	142	1,258	69	89	1,412	144	130	926	122	5,227



VEHICLE TURNING MOVEMENT COUNT SUMMARY

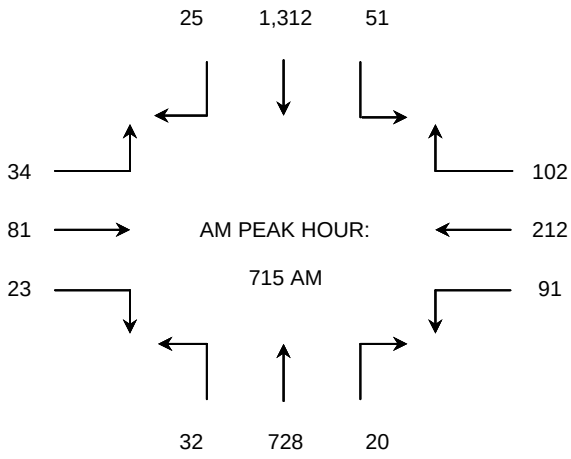
Prepared by: National Data & Surveying Services
Project # 07-2502-001

N/S STREET: Canoga Ave **E/W STREET:** Valerio St

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/25/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	13	41	15	7	11	2	5	121	6	11	253	5	490
7:15 - 7:30	19	53	19	11	21	4	8	136	3	9	367	7	657
7:30 - 7:45	29	62	28	7	26	6	5	165	3	16	344	3	694
7:45 - 8:00	30	71	34	10	19	7	10	223	5	11	308	9	737
8:00 - 8:15	13	26	21	6	15	6	9	204	9	15	293	6	623
8:15 - 8:30	11	17	16	5	9	5	9	192	8	7	282	3	564
8:30 - 8:45	9	13	18	4	11	3	7	214	6	2	294	7	588
8:45 - 9:00	7	11	12	4	6	3	5	197	3	3	246	7	504

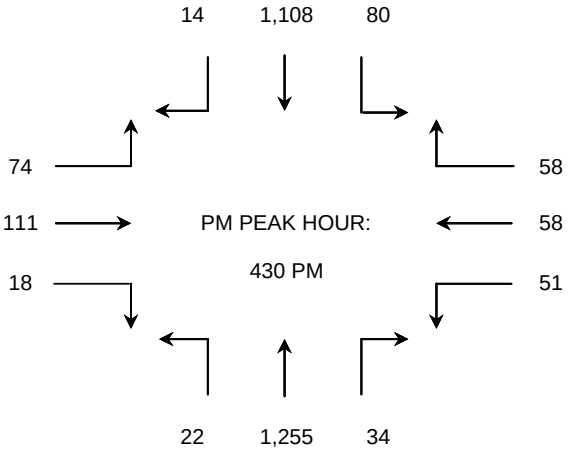
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	91	227	96	35	77	19	28	645	17	47	1,272	24	2,578
7:15 - 8:15	91	212	102	34	81	23	32	728	20	51	1,312	25	2,711 *
7:30 - 8:30	83	176	99	28	69	24	33	784	25	49	1,227	21	2,618
7:45 - 8:45	63	127	89	25	54	21	35	833	28	35	1,177	25	2,512
8:00 - 9:00	40	67	67	19	41	17	30	807	26	27	1,115	23	2,279



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/25/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	6	15	13	15	16	3	1	301	5	11	243	4	633
4:15 - 4:30	15	12	19	9	22	6	3	295	3	13	274	6	677
4:30 - 4:45	16	14	17	18	27	5	5	317	7	19	265	3	713
4:45 - 5:00	15	12	15	17	28	6	5	301	9	22	281	4	715
5:00 - 5:15	9	19	11	20	31	2	3	321	11	23	278	1	729
5:15 - 5:30	11	13	15	19	25	5	9	316	7	16	284	6	726
5:30 - 5:45	16	16	10	7	29	7	7	294	10	22	276	7	701
5:45 - 6:00	13	20	9	15	17	6	4	287	7	15	224	8	625

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	52	53	64	59	93	20	14	1,214	24	65	1,063	17	2,738
4:15 - 5:15	55	57	62	64	108	19	16	1,234	30	77	1,098	14	2,834
4:30 - 5:30	51	58	58	74	111	18	22	1,255	34	80	1,108	14	2,883 *
4:45 - 5:45	51	60	51	63	113	20	24	1,232	37	83	1,119	18	2,871
5:00 - 6:00	49	68	45	61	102	20	23	1,218	35	76	1,062	22	2,781



VEHICLE TURNING MOVEMENT COUNT SUMMARY

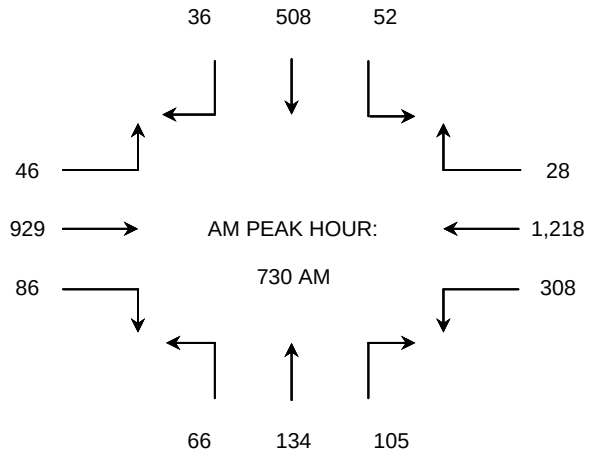
Prepared by: National Data & Surveying Services
Project # 07-2473-026

N/S STREET: Owensmouth Ave **E/W STREET:** Sherman Way

PERIOD: AM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	28	143	4	3	127	6	5	22	16	10	57	9	430
7:15 - 7:30	52	227	9	2	155	13	12	22	15	14	82	4	607
7:30 - 7:45	78	311	7	6	225	18	12	34	30	14	137	15	887
7:45 - 8:00	82	332	5	16	270	26	15	42	23	12	122	5	950
8:00 - 8:15	78	299	8	17	236	23	20	30	26	14	133	8	892
8:15 - 8:30	70	276	8	7	198	19	19	28	26	12	116	8	787
8:30 - 8:45	52	241	7	4	181	16	14	27	22	14	108	6	692
8:45 - 9:00	45	239	8	8	175	14	12	26	19	14	105	9	674

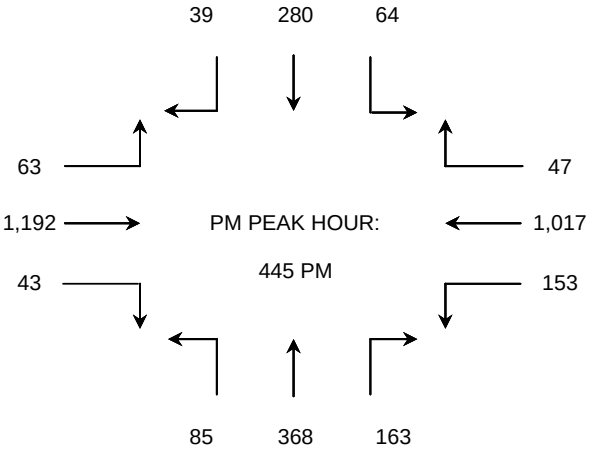
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	240	1,013	25	27	777	63	44	120	84	50	398	33	2,874
7:15 - 8:15	290	1,169	29	41	886	80	59	128	94	54	474	32	3,336
7:30 - 8:30	308	1,218	28	46	929	86	66	134	105	52	508	36	3,516 *
7:45 - 8:45	282	1,148	28	44	885	84	68	127	97	52	479	27	3,321
8:00 - 9:00	245	1,055	31	36	790	72	65	111	93	54	462	31	3,045



PERIOD: PM Peak Hour **DATE:** THURSDAY 10/11/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	24	209	14	11	243	10	16	67	26	7	40	5	672
4:15 - 4:30	32	237	17	12	267	9	20	79	43	14	56	17	803
4:30 - 4:45	45	241	11	15	274	11	22	88	47	13	60	8	835
4:45 - 5:00	35	265	12	17	294	11	23	87	56	19	74	4	897
5:00 - 5:15	38	234	11	15	280	9	23	98	32	12	62	10	824
5:15 - 5:30	32	264	14	12	313	12	16	86	36	16	61	12	874
5:30 - 5:45	48	254	10	19	305	11	23	97	39	17	83	13	919
5:45 - 6:00	40	255	12	13	311	12	22	95	31	11	73	8	883

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	136	952	54	55	1,078	41	81	321	172	53	230	34	3,207
4:15 - 5:15	150	977	51	59	1,115	40	88	352	178	58	252	39	3,359
4:30 - 5:30	150	1,004	48	59	1,161	43	84	359	171	60	257	34	3,430
4:45 - 5:45	153	1,017	47	63	1,192	43	85	368	163	64	280	39	3,514 *
5:00 - 6:00	158	1,007	47	59	1,209	44	84	376	138	56	279	43	3,500



VEHICLE TURNING MOVEMENT COUNT SUMMARY

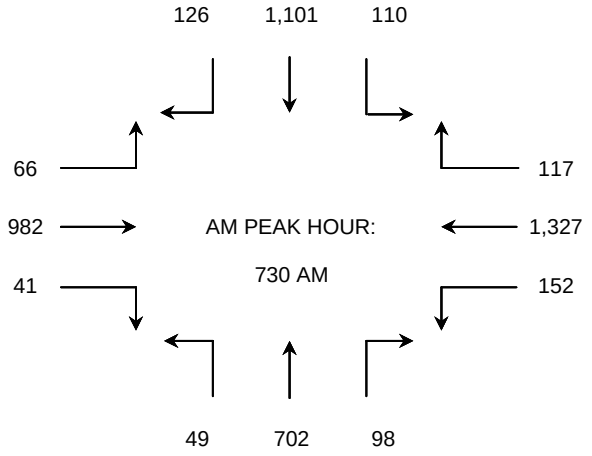
Prepared by: National Data & Surveying Services
Project # 07-2473-027

N/S STREET: Canoga Ave **E/W STREET:** Sherman Way

PERIOD: AM Peak Hour **DATE:** TUESDAY 10/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	25	229	24	13	144	7	4	141	13	28	256	18	902
7:15 - 7:30	32	246	31	21	172	9	8	150	14	35	264	29	1,011
7:30 - 7:45	35	309	25	14	239	12	9	157	29	27	314	26	1,196
7:45 - 8:00	41	407	26	14	301	7	14	198	21	26	286	35	1,376
8:00 - 8:15	38	328	36	18	247	13	13	184	14	29	248	35	1,203
8:15 - 8:30	38	283	30	20	195	9	13	163	34	28	253	30	1,096
8:30 - 8:45	35	255	25	19	165	15	10	141	21	26	246	34	992
8:45 - 9:00	32	261	21	18	159	13	10	130	16	27	243	28	958

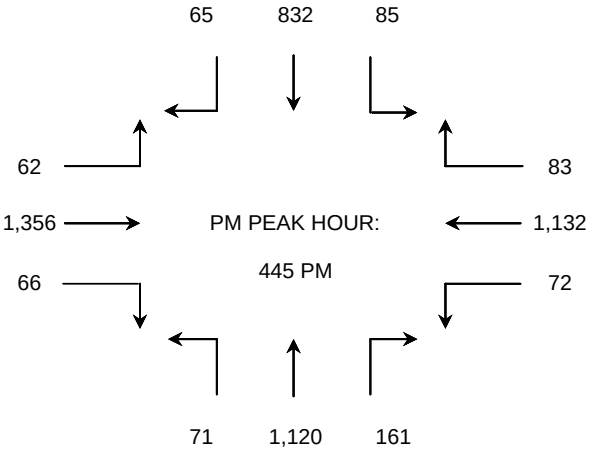
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	133	1,191	106	62	856	35	35	646	77	116	1,120	108	4,485
7:15 - 8:15	146	1,290	118	67	959	41	44	689	78	117	1,112	125	4,786
7:30 - 8:30	152	1,327	117	66	982	41	49	702	98	110	1,101	126	4,871 *
7:45 - 8:45	152	1,273	117	71	908	44	50	686	90	109	1,033	134	4,667
8:00 - 9:00	143	1,127	112	75	766	50	46	618	85	110	990	127	4,249



PERIOD: PM Peak Hour **DATE:** TUESDAY 10/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	24	199	11	11	274	11	14	273	27	18	236	16	1,114
4:15 - 4:30	25	234	15	18	280	14	16	282	39	24	257	19	1,223
4:30 - 4:45	24	248	14	17	250	13	29	256	29	35	243	14	1,172
4:45 - 5:00	22	282	22	15	323	19	13	273	37	18	230	16	1,270
5:00 - 5:15	15	291	19	16	359	15	18	287	45	19	215	16	1,315
5:15 - 5:30	19	285	16	14	340	15	21	284	41	22	199	20	1,276
5:30 - 5:45	16	274	26	17	334	17	19	276	38	26	188	13	1,244
5:45 - 6:00	26	266	20	17	317	13	22	271	43	20	179	17	1,211

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	95	963	62	61	1,127	57	72	1,084	132	95	966	65	4,779
4:15 - 5:15	86	1,055	70	66	1,212	61	76	1,098	150	96	945	65	4,980
4:30 - 5:30	80	1,106	71	62	1,272	62	81	1,100	152	94	887	66	5,033
4:45 - 5:45	72	1,132	83	62	1,356	66	71	1,120	161	85	832	65	5,105 *
5:00 - 6:00	76	1,116	81	64	1,350	60	80	1,118	167	87	781	66	5,046



VEHICLE TURNING MOVEMENT COUNT SUMMARY

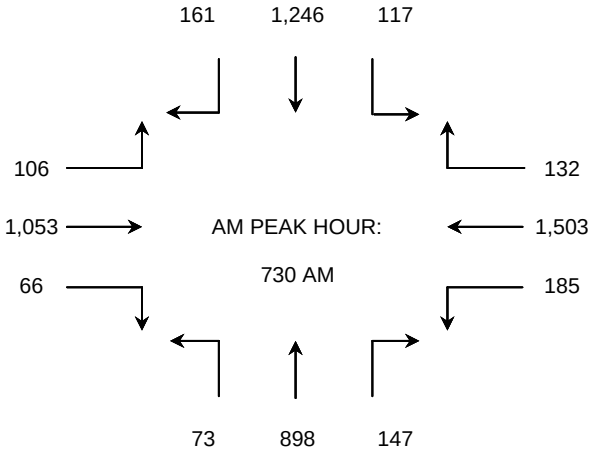
Prepared by: National Data & Surveying Services
Project # 07-2473-028

N/S STREET: De Soto Ave **E/W STREET:** Sherman Way

PERIOD: AM Peak Hour **DATE:** TUESDAY 10/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	14	105	12	6	115	10	11	109	8	16	184	16	606
7:15 - 7:30	41	257	20	20	202	5	16	158	19	21	284	23	1,066
7:30 - 7:45	38	330	27	17	250	10	17	242	30	29	319	42	1,351
7:45 - 8:00	52	454	37	41	296	12	22	201	26	27	324	39	1,531
8:00 - 8:15	42	382	32	25	283	26	17	261	49	30	319	46	1,512
8:15 - 8:30	53	337	36	23	224	18	17	194	42	31	284	34	1,293
8:30 - 8:45	42	299	28	17	189	17	23	157	23	25	286	35	1,141
8:45 - 9:00	54	289	30	13	176	24	29	156	32	24	286	25	1,138

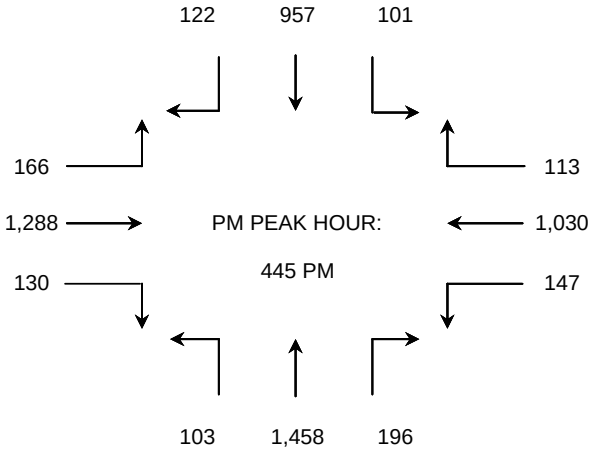
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	145	1,146	96	84	863	37	66	710	83	93	1,111	120	4,554
7:15 - 8:15	173	1,423	116	103	1,031	53	72	862	124	107	1,246	150	5,460
7:30 - 8:30	185	1,503	132	106	1,053	66	73	898	147	117	1,246	161	5,687 *
7:45 - 8:45	189	1,472	133	106	992	73	79	813	140	113	1,213	154	5,477
8:00 - 9:00	191	1,307	126	78	872	85	86	768	146	110	1,175	140	5,084



PERIOD: PM Peak Hour **DATE:** TUESDAY 10/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	30	220	40	43	296	23	36	284	30	22	167	33	1,224
4:15 - 4:30	35	200	23	46	246	23	15	328	52	21	178	37	1,204
4:30 - 4:45	37	266	44	41	312	42	24	340	44	29	202	30	1,411
4:45 - 5:00	40	263	29	43	328	38	24	321	50	23	216	21	1,396
5:00 - 5:15	36	234	26	45	330	30	29	399	62	25	241	35	1,492
5:15 - 5:30	32	287	34	39	347	27	28	372	42	23	245	27	1,503
5:30 - 5:45	39	246	24	39	283	35	22	366	42	30	255	39	1,420
5:45 - 6:00	27	238	28	37	255	27	31	356	41	32	238	32	1,342

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	142	949	136	173	1,182	126	99	1,273	176	95	763	121	5,235
4:15 - 5:15	148	963	122	175	1,216	133	92	1,388	208	98	837	123	5,503
4:30 - 5:30	145	1,050	133	168	1,317	137	105	1,432	198	100	904	113	5,802
4:45 - 5:45	147	1,030	113	166	1,288	130	103	1,458	196	101	957	122	5,811 *
5:00 - 6:00	134	1,005	112	160	1,215	119	110	1,493	187	110	979	133	5,757



VEHICLE TURNING MOVEMENT COUNT SUMMARY

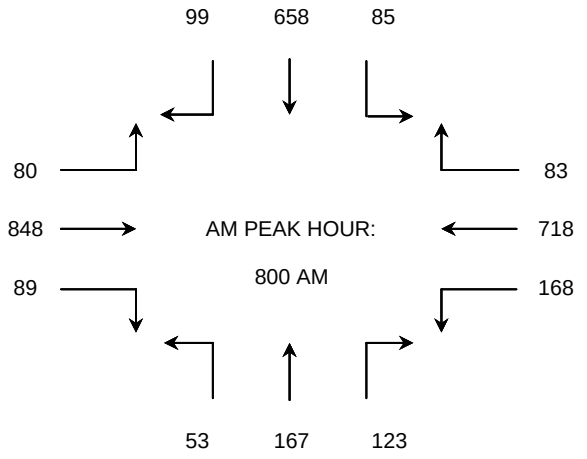
Prepared by: National Data & Surveying Services
Project # 07-2473-029

N/S STREET: Owensmouth Ave **E/W STREET:** Vanowen St

PERIOD: AM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	24	119	11	15	188	8	7	32	22	14	116	15	571
7:15 - 7:30	33	121	17	17	189	5	8	34	25	15	124	11	599
7:30 - 7:45	36	127	15	20	192	8	6	34	21	12	142	16	629
7:45 - 8:00	44	139	18	18	201	11	7	36	23	18	156	21	692
8:00 - 8:15	40	156	21	21	208	17	13	38	31	21	168	25	759
8:15 - 8:30	37	170	23	18	213	20	15	44	29	15	160	29	773
8:30 - 8:45	49	201	20	20	217	23	11	46	33	26	172	22	840
8:45 - 9:00	42	191	19	21	210	29	14	39	30	23	158	23	799

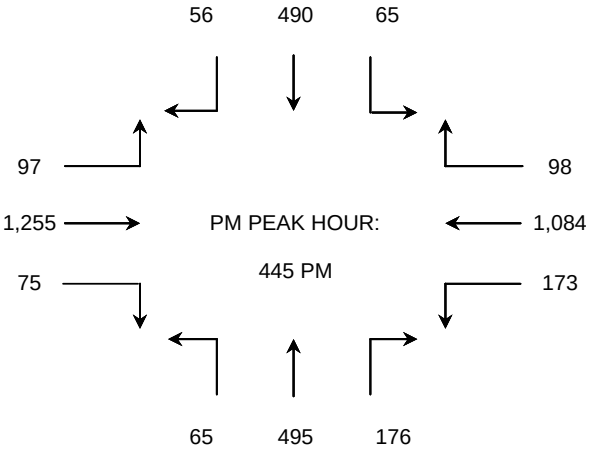
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	137	506	61	70	770	32	28	136	91	59	538	63	2,491
7:15 - 8:15	153	543	71	76	790	41	34	142	100	66	590	73	2,679
7:30 - 8:30	157	592	77	77	814	56	41	152	104	66	626	91	2,853
7:45 - 8:45	170	666	82	77	839	71	46	164	116	80	656	97	3,064
8:00 - 9:00	168	718	83	80	848	89	53	167	123	85	658	99	3,171 *



PERIOD: PM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	31	178	15	16	234	11	17	109	38	8	79	14	750
4:15 - 4:30	32	225	27	30	291	17	15	103	52	9	87	10	898
4:30 - 4:45	53	199	15	22	254	19	12	112	38	10	107	17	858
4:45 - 5:00	39	230	18	20	329	20	14	117	35	16	106	14	958
5:00 - 5:15	50	276	28	29	320	22	20	154	56	14	114	17	1,100
5:15 - 5:30	31	270	26	28	342	20	18	125	40	15	167	15	1,097
5:30 - 5:45	53	308	26	20	264	13	13	99	45	20	103	10	974
5:45 - 6:00	45	285	20	20	253	11	15	92	42	12	104	8	907

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	155	832	75	88	1,108	67	58	441	163	43	379	55	3,464
4:15 - 5:15	174	930	88	101	1,194	78	61	486	181	49	414	58	3,814
4:30 - 5:30	173	975	87	99	1,245	81	64	508	169	55	494	63	4,013
4:45 - 5:45	173	1,084	98	97	1,255	75	65	495	176	65	490	56	4,129 *
5:00 - 6:00	179	1,139	100	97	1,179	66	66	470	183	61	488	50	4,078



VEHICLE TURNING MOVEMENT COUNT SUMMARY

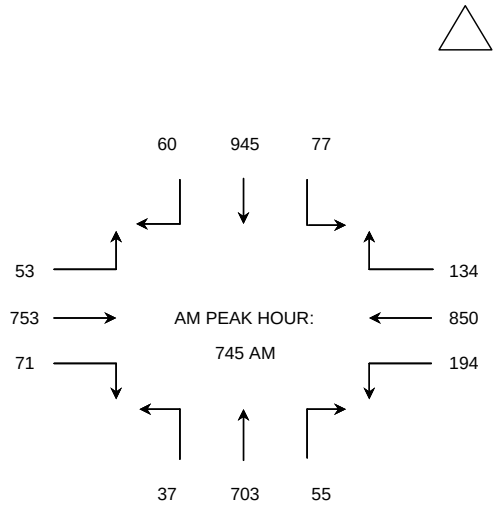
Prepared by: National Data & Surveying Services
Project # 07-2241-007

N/S STREET: Canoga **E/W STREET:** Vanowen

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	39	140	14	8	139	35	7	125	12	17	172	10	718
7:15 - 7:30	44	183	35	12	194	26	9	164	13	15	227	12	934
7:30 - 7:45	50	190	36	9	202	29	9	181	14	18	235	7	980
7:45 - 8:00	38	201	30	14	212	20	8	169	15	15	240	12	974
8:00 - 8:15	47	218	36	13	176	23	11	160	14	16	228	14	956
8:15 - 8:30	53	201	32	12	169	18	8	170	13	22	215	17	930
8:30 - 8:45	56	230	36	14	196	10	10	204	13	24	262	17	1,072
8:45 - 9:00	38	195	29	12	178	16	9	185	18	19	211	19	929
9:00 - 9:15	32	150	25	19	150	13	9	167	22	16	195	17	815
9:15 - 9:30	27	144	20	18	145	14	11	162	25	13	191	14	784
9:30 - 9:45	41	116	26	14	116	9	18	192	21	15	190	9	767
9:45 - 10:00	33	147	25	11	143	13	25	238	22	25	128	15	825

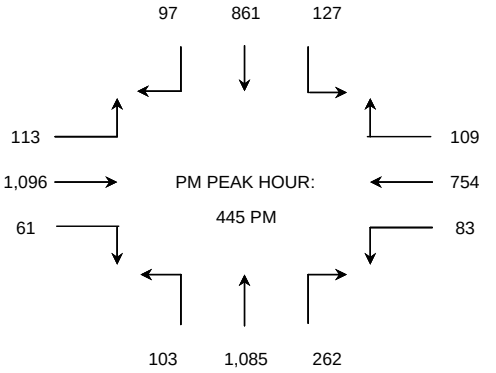
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	171	714	115	43	747	110	33	639	54	65	874	41	3,606
7:15 - 8:15	179	792	137	48	784	98	37	674	56	64	930	45	3,844
7:30 - 8:30	188	810	134	48	759	90	36	680	56	71	918	50	3,840
7:45 - 8:45	194	850	134	53	753	71	37	703	55	77	945	60	3,932 *
8:00 - 9:00	194	844	133	51	719	67	38	719	58	81	916	67	3,887
8:15 - 9:15	179	776	122	57	693	57	36	726	66	81	883	70	3,746
8:30 - 9:30	153	719	110	63	669	53	39	718	78	72	859	67	3,600
8:45 - 9:45	138	605	100	63	589	52	47	706	86	63	787	59	3,295
9:00 - 10:00	133	557	96	62	554	49	63	759	90	69	704	55	3,191



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	19	142	14	30	210	16	31	238	50	27	181	18	976
3:15 - 3:30	21	179	22	34	231	25	22	184	39	23	183	21	984
3:30 - 3:45	19	193	26	30	221	19	23	217	44	24	191	22	1,029
3:45 - 4:00	27	200	20	28	218	15	25	230	56	27	212	26	1,084
4:00 - 4:15	17	176	30	25	218	14	25	269	56	22	177	22	1,051
4:15 - 4:30	21	170	31	29	224	17	28	249	51	25	196	21	1,062
4:30 - 4:45	24	158	28	39	238	15	31	242	47	32	215	23	1,092
4:45 - 5:00	20	182	29	32	263	15	26	260	59	28	208	19	1,141
5:00 - 5:15	22	202	33	26	286	14	22	287	76	27	200	18	1,213
5:15 - 5:30	17	184	26	28	280	17	27	280	64	33	240	37	1,233
5:30 - 5:45	24	186	21	27	267	15	28	258	63	39	213	23	1,164
5:45 - 6:00	18	202	18	25	273	18	23	242	61	34	199	24	1,137

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	86	714	82	122	880	75	101	869	189	101	767	87	4,073
3:15 - 4:15	84	748	98	117	888	73	95	900	195	96	763	91	4,148
3:30 - 4:30	84	739	107	112	881	65	101	965	207	98	776	91	4,226
3:45 - 4:45	89	704	109	121	898	61	109	990	210	106	800	92	4,289
4:00 - 5:00	82	686	118	125	943	61	110	1,020	213	107	796	85	4,346
4:15 - 5:15	87	712	121	126	1,011	61	107	1,038	233	112	819	81	4,508
4:30 - 5:30	83	726	116	125	1,067	61	106	1,069	246	120	863	97	4,679
4:45 - 5:45	83	754	109	113	1,096	61	103	1,085	262	127	861	97	4,751 *
5:00 - 6:00	81	774	98	106	1,106	64	100	1,067	264	133	852	102	4,747



VEHICLE TURNING MOVEMENT COUNT SUMMARY

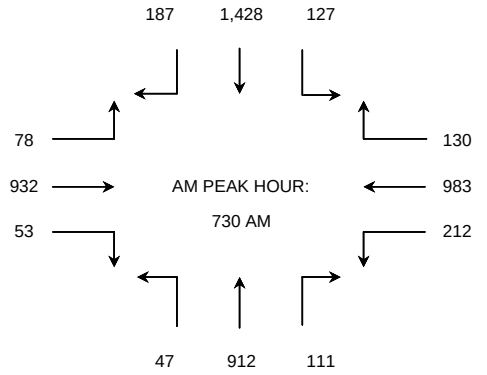
Prepared by: National Data & Surveying Services
Project # 07-2241-014

N/S STREET: De Soto **E/W STREET:** Vanowen

PERIOD: AM Peak Hour **DATE:** TUESDAY 5/22/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	25	120	38	25	132	20	12	158	16	24	236	33	839
7:15 - 7:30	33	167	21	20	124	19	8	202	12	25	319	35	985
7:30 - 7:45	59	233	32	17	197	23	12	227	22	29	431	65	1,347
7:45 - 8:00	46	289	35	20	245	7	12	266	32	35	342	44	1,373
8:00 - 8:15	46	248	26	24	260	19	12	261	28	28	289	38	1,279
8:15 - 8:30	61	213	37	17	230	4	11	158	29	35	366	40	1,201
8:30 - 8:45	45	271	29	21	177	19	12	173	18	29	329	28	1,151
8:45 - 9:00	61	223	27	25	154	14	13	185	18	15	327	63	1,125
9:00 - 9:15	36	171	18	33	148	6	17	180	23	28	304	46	1,010
9:15 - 9:30	25	137	23	25	134	22	15	166	12	32	221	33	845
9:30 - 9:45	28	153	25	22	136	20	11	174	15	23	224	28	859
9:45 - 10:00	32	157	17	29	112	14	9	163	14	26	222	33	828

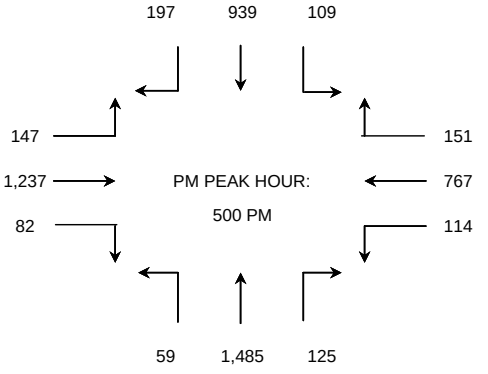
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	163	809	126	82	698	69	44	853	82	113	1,328	177	4,544
7:15 - 8:15	184	937	114	81	826	68	44	956	94	117	1,381	182	4,984
7:30 - 8:30	212	983	130	78	932	53	47	912	111	127	1,428	187	5,200 *
7:45 - 8:45	198	1,021	127	82	912	49	47	858	107	127	1,326	150	5,004
8:00 - 9:00	213	955	119	87	821	56	48	777	93	107	1,311	169	4,756
8:15 - 9:15	203	878	111	96	709	43	53	696	88	107	1,326	177	4,487
8:30 - 9:30	167	802	97	104	613	61	57	704	71	104	1,181	170	4,131
8:45 - 9:45	150	684	93	105	572	62	56	705	68	98	1,076	170	3,839
9:00 - 10:00	121	618	83	109	530	62	52	683	64	109	971	140	3,542



PERIOD: PM Peak Hour **DATE:** TUESDAY 5/22/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	28	134	39	22	150	16	12	214	24	16	153	30	838
3:15 - 3:30	21	204	32	45	270	22	15	436	25	26	247	43	1,386
3:30 - 3:45	22	248	33	33	301	17	16	476	38	25	224	31	1,464
3:45 - 4:00	21	185	26	45	274	13	8	421	31	21	225	43	1,313
4:00 - 4:15	20	154	31	44	256	19	11	349	29	28	217	39	1,197
4:15 - 4:30	28	149	38	37	241	54	9	298	32	34	194	37	1,151
4:30 - 4:45	27	179	28	43	233	15	14	334	28	25	215	25	1,166
4:45 - 5:00	28	192	31	32	267	17	8	364	28	17	248	36	1,268
5:00 - 5:15	32	168	33	39	335	19	14	368	25	33	226	47	1,339
5:15 - 5:30	27	191	44	40	349	21	8	360	33	14	235	39	1,361
5:30 - 5:45	18	202	43	33	261	21	21	391	31	32	235	51	1,339
5:45 - 6:00	37	206	31	35	292	21	16	366	36	30	243	60	1,373

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	92	771	130	145	995	68	51	1,547	118	88	849	147	5,001
3:15 - 4:15	84	791	122	167	1,101	71	50	1,682	123	100	913	156	5,360
3:30 - 4:30	91	736	128	159	1,072	103	44	1,544	130	108	860	150	5,125
3:45 - 4:45	96	667	123	169	1,004	101	42	1,402	120	108	851	144	4,827
4:00 - 5:00	103	674	128	156	997	105	42	1,345	117	104	874	137	4,782
4:15 - 5:15	115	688	130	151	1,076	105	45	1,364	113	109	883	145	4,924
4:30 - 5:30	114	730	136	154	1,184	72	44	1,426	114	89	924	147	5,134
4:45 - 5:45	105	753	151	144	1,212	78	51	1,483	117	96	944	173	5,307
5:00 - 6:00	114	767	151	147	1,237	82	59	1,485	125	109	939	197	5,412 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

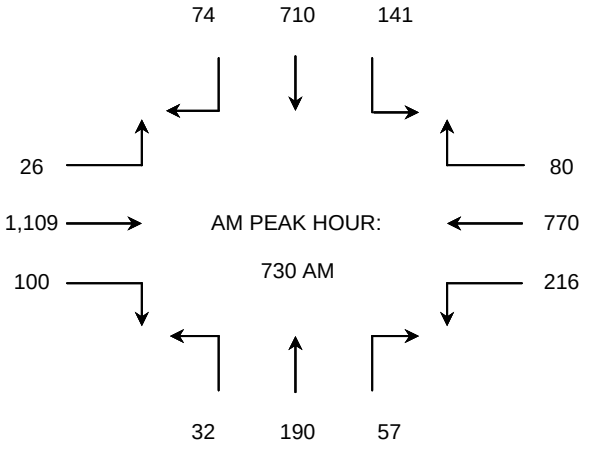
Prepared by: National Data & Surveying Services
Project # 07-2473-030

N/S STREET: Owensmouth Ave **E/W STREET:** Victory Blvd

PERIOD: AM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	47	129	12	12	194	6	0	42	15	14	87	13	571
7:15 - 7:30	35	144	9	12	266	18	6	35	7	28	174	14	748
7:30 - 7:45	53	224	19	6	297	18	6	36	9	29	148	21	866
7:45 - 8:00	48	173	19	13	277	22	12	62	16	54	232	25	953
8:00 - 8:15	61	195	21	3	298	28	6	33	18	34	175	17	889
8:15 - 8:30	54	178	21	4	237	32	8	59	14	24	155	11	797
8:30 - 8:45	48	218	24	12	233	22	8	44	18	13	116	9	765
8:45 - 9:00	58	200	26	16	200	22	13	67	6	18	93	12	731

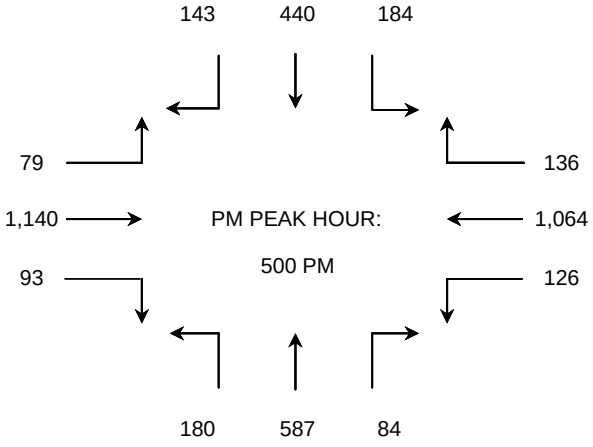
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	183	670	59	43	1,034	64	24	175	47	125	641	73	3,138
7:15 - 8:15	197	736	68	34	1,138	86	30	166	50	145	729	77	3,456
7:30 - 8:30	216	770	80	26	1,109	100	32	190	57	141	710	74	3,505 *
7:45 - 8:45	211	764	85	32	1,045	104	34	198	66	125	678	62	3,404
8:00 - 9:00	221	791	92	35	968	104	35	203	56	89	539	49	3,182



PERIOD: PM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	29	176	24	19	180	16	46	125	30	34	84	19	782
4:15 - 4:30	33	267	30	18	289	23	32	96	29	41	96	29	983
4:30 - 4:45	17	215	30	17	292	31	41	133	38	35	103	18	970
4:45 - 5:00	39	278	24	18	262	26	40	119	33	47	85	23	994
5:00 - 5:15	31	251	31	26	297	27	39	179	29	44	103	34	1,091
5:15 - 5:30	38	313	41	17	267	25	59	155	19	43	111	35	1,123
5:30 - 5:45	29	252	31	19	249	20	43	153	13	50	108	39	1,006
5:45 - 6:00	28	248	33	17	327	21	39	100	23	47	118	35	1,036

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	118	936	108	72	1,023	96	159	473	130	157	368	89	3,729
4:15 - 5:15	120	1,011	115	79	1,140	107	152	527	129	167	387	104	4,038
4:30 - 5:30	125	1,057	126	78	1,118	109	179	586	119	169	402	110	4,178
4:45 - 5:45	137	1,094	127	80	1,075	98	181	606	94	184	407	131	4,214
5:00 - 6:00	126	1,064	136	79	1,140	93	180	587	84	184	440	143	4,256 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

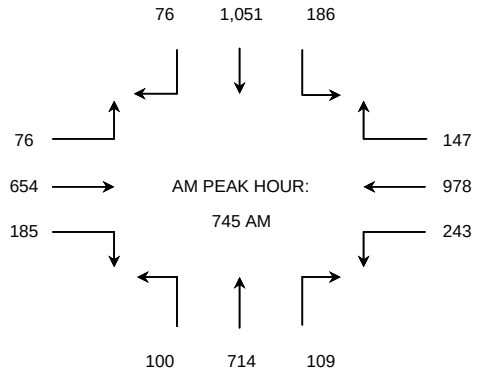
Prepared by: National Data & Surveying Services
Project # 07-2241-008

N/S STREET: Canoga **E/W STREET:** Victory

PERIOD: AM Peak Hour **DATE:** THURSDAY 5/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	33	144	17	12	169	21	7	114	11	24	209	11	772
7:15 - 7:30	37	184	23	17	219	30	13	156	14	28	252	14	987
7:30 - 7:45	50	190	26	16	192	35	14	178	17	43	260	20	1,041
7:45 - 8:00	57	277	30	25	234	40	18	182	20	41	280	16	1,220
8:00 - 8:15	65	241	37	20	156	48	23	156	29	47	258	18	1,098
8:15 - 8:30	69	224	44	18	129	54	31	171	37	52	246	18	1,093
8:30 - 8:45	52	236	36	13	135	43	28	205	23	46	267	24	1,108
8:45 - 9:00	44	215	21	12	171	40	26	180	32	36	186	22	985
9:00 - 9:15	48	195	28	14	148	37	23	182	30	41	167	21	934
9:15 - 9:30	34	186	23	15	150	41	28	164	26	35	162	16	880
9:30 - 9:45	25	174	25	17	137	35	19	194	18	28	156	20	848
9:45 - 10:00	28	181	20	13	149	28	17	230	23	23	117	17	846

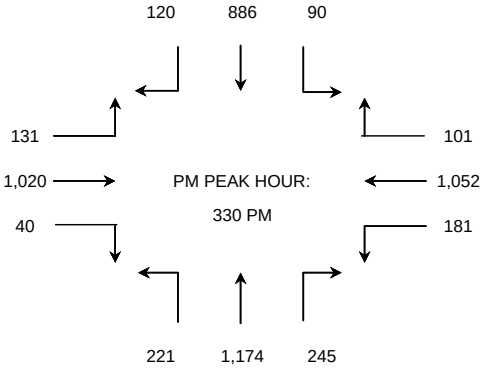
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	177	795	96	70	814	126	52	630	62	136	1,001	61	4,020
7:15 - 8:15	209	892	116	78	801	153	68	672	80	159	1,050	68	4,346
7:30 - 8:30	241	932	137	79	711	177	86	687	103	183	1,044	72	4,452
7:45 - 8:45	243	978	147	76	654	185	100	714	109	186	1,051	76	4,519 *
8:00 - 9:00	230	916	138	63	591	185	108	712	121	181	957	82	4,284
8:15 - 9:15	213	870	129	57	583	174	108	738	122	175	866	85	4,120
8:30 - 9:30	178	832	108	54	604	161	105	731	111	158	782	83	3,907
8:45 - 9:45	151	770	97	58	606	153	96	720	106	140	671	79	3,647
9:00 - 10:00	135	736	96	59	584	141	87	770	97	127	602	74	3,508



PERIOD: PM Peak Hour **DATE:** THURSDAY 5/17/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	51	225	23	40	228	23	32	233	52	17	192	26	1,142
3:15 - 3:30	41	235	28	42	222	18	45	257	56	15	228	27	1,214
3:30 - 3:45	62	271	34	33	242	10	42	266	52	22	238	38	1,310
3:45 - 4:00	37	253	24	31	264	10	70	301	55	26	239	24	1,334
4:00 - 4:15	46	271	26	34	250	6	55	293	70	21	200	26	1,298
4:15 - 4:30	36	257	17	33	264	14	54	314	68	21	209	32	1,319
4:30 - 4:45	41	225	16	30	255	17	47	293	61	25	198	31	1,239
4:45 - 5:00	47	218	16	28	249	18	41	270	53	24	176	32	1,172
5:00 - 5:15	47	236	11	40	209	19	39	224	57	19	198	18	1,117
5:15 - 5:30	41	214	13	34	231	16	45	235	51	21	214	24	1,139
5:30 - 5:45	46	220	17	26	206	15	36	219	55	25	204	27	1,096
5:45 - 6:00	39	247	12	30	210	18	39	228	62	17	186	19	1,107

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	191	984	109	146	956	61	189	1,057	215	80	897	115	5,000
3:15 - 4:15	186	1,030	112	140	978	44	212	1,117	233	84	905	115	5,156
3:30 - 4:30	181	1,052	101	131	1,020	40	221	1,174	245	90	886	120	5,261 *
3:45 - 4:45	160	1,006	83	128	1,033	47	226	1,201	254	93	846	113	5,190
4:00 - 5:00	170	971	75	125	1,018	55	197	1,170	252	91	783	121	5,028
4:15 - 5:15	171	936	60	131	977	68	181	1,101	239	89	781	113	4,847
4:30 - 5:30	176	893	56	132	944	70	172	1,022	222	89	786	105	4,667
4:45 - 5:45	181	888	57	128	895	68	161	948	216	89	792	101	4,524
5:00 - 6:00	173	917	53	130	856	68	159	906	225	82	802	88	4,459



VEHICLE TURNING MOVEMENT COUNT SUMMARY

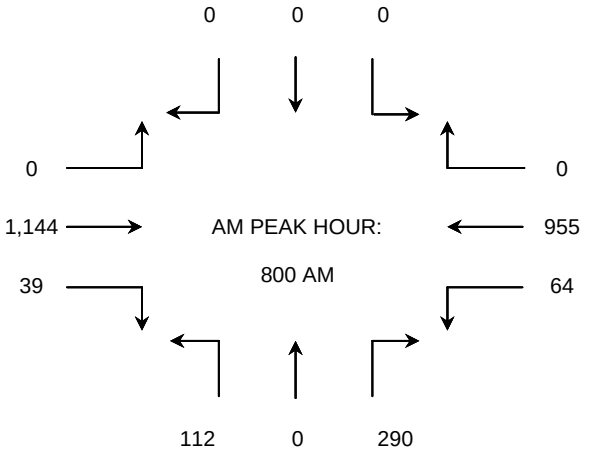
Prepared by: National Data & Surveying Services
Project # 07-2473-031

N/S STREET: Variel Ave **E/W STREET:** Victory Blvd

PERIOD: AM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	9	205	0	0	263	6	19	0	49	0	0	0	551
7:15 - 7:30	10	210	0	0	265	7	23	0	55	0	0	0	570
7:30 - 7:45	12	212	0	0	271	9	22	0	58	0	0	0	584
7:45 - 8:00	15	217	0	0	276	10	25	0	62	0	0	0	605
8:00 - 8:15	17	231	0	0	282	13	28	0	68	0	0	0	639
8:15 - 8:30	13	244	0	0	285	11	33	0	77	0	0	0	663
8:30 - 8:45	16	242	0	0	289	7	27	0	74	0	0	0	655
8:45 - 9:00	18	238	0	0	288	8	24	0	71	0	0	0	647

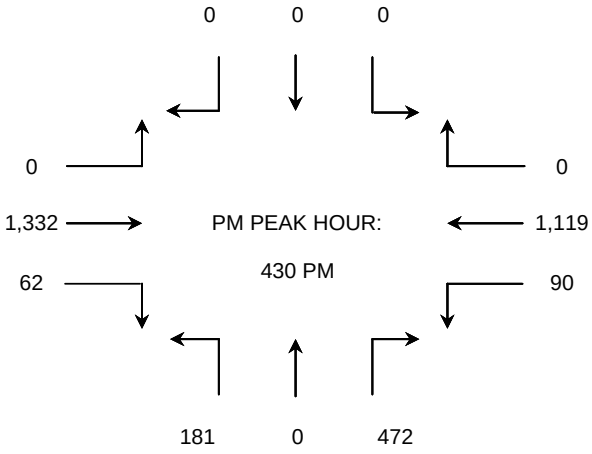
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	46	844	0	0	1,075	32	89	0	224	0	0	0	2,310
7:15 - 8:15	54	870	0	0	1,094	39	98	0	243	0	0	0	2,398
7:30 - 8:30	57	904	0	0	1,114	43	108	0	265	0	0	0	2,491
7:45 - 8:45	61	934	0	0	1,132	41	113	0	281	0	0	0	2,562
8:00 - 9:00	64	955	0	0	1,144	39	112	0	290	0	0	0	2,604 *



PERIOD: PM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	17	236	0	0	326	17	31	0	90	0	0	0	717
4:15 - 4:30	19	291	0	0	342	13	35	0	81	0	0	0	781
4:30 - 4:45	23	291	0	0	348	18	42	0	128	0	0	0	850
4:45 - 5:00	18	265	0	0	332	10	46	0	109	0	0	0	780
5:00 - 5:15	23	270	0	0	309	21	44	0	134	0	0	0	801
5:15 - 5:30	26	293	0	0	343	13	49	0	101	0	0	0	825
5:30 - 5:45	24	251	0	0	290	8	41	0	98	0	0	0	712
5:45 - 6:00	18	245	0	0	301	3	34	0	94	0	0	0	695

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	77	1,083	0	0	1,348	58	154	0	408	0	0	0	3,128
4:15 - 5:15	83	1,117	0	0	1,331	62	167	0	452	0	0	0	3,212
4:30 - 5:30	90	1,119	0	0	1,332	62	181	0	472	0	0	0	3,256 *
4:45 - 5:45	91	1,079	0	0	1,274	52	180	0	442	0	0	0	3,118
5:00 - 6:00	91	1,059	0	0	1,243	45	168	0	427	0	0	0	3,033



VEHICLE TURNING MOVEMENT COUNT SUMMARY

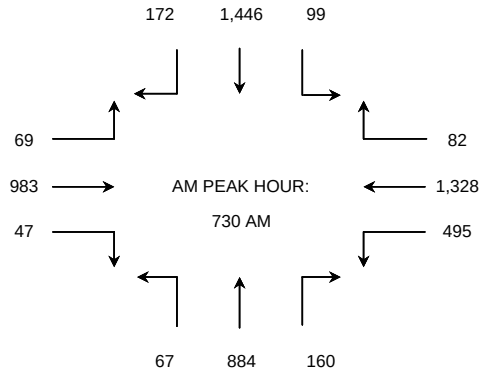
Prepared by: National Data & Surveying Services
Project # 07-2241-015

N/S STREET: De Soto **E/W STREET:** Victory

PERIOD: AM Peak Hour **DATE:** TUESDAY 5/22/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	111	255	44	15	115	6	5	174	10	15	316	38	1,104
7:15 - 7:30	118	283	14	24	190	10	16	170	50	11	365	43	1,294
7:30 - 7:45	119	331	16	15	233	14	13	229	43	33	353	35	1,434
7:45 - 8:00	125	348	21	17	268	8	19	276	54	31	385	42	1,594
8:00 - 8:15	123	317	27	17	229	14	24	196	15	20	364	52	1,398
8:15 - 8:30	128	332	18	20	253	11	11	183	48	15	344	43	1,406
8:30 - 8:45	123	276	15	21	159	4	11	131	24	13	351	47	1,175
8:45 - 9:00	117	282	17	25	164	12	7	170	35	15	319	44	1,207
9:00 - 9:15	76	239	18	11	146	16	23	156	38	8	218	30	979
9:15 - 9:30	73	217	14	30	211	9	19	150	37	11	252	39	1,062
9:30 - 9:45	82	213	27	21	178	14	20	157	20	19	243	26	1,020
9:45 - 10:00	65	222	13	22	152	16	30	230	19	15	205	29	1,018

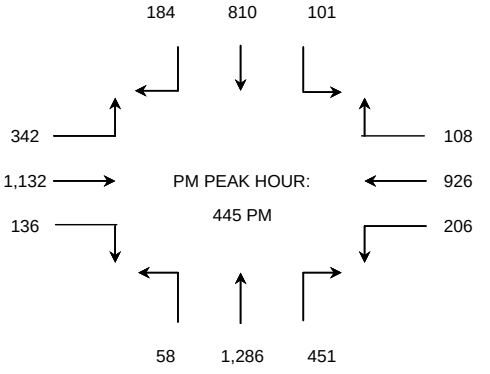
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	473	1,217	95	71	806	38	53	849	157	90	1,419	158	5,426
7:15 - 8:15	485	1,279	78	73	920	46	72	871	162	95	1,467	172	5,720
7:30 - 8:30	495	1,328	82	69	983	47	67	884	160	99	1,446	172	5,832 *
7:45 - 8:45	499	1,273	81	75	909	37	65	786	141	79	1,444	184	5,573
8:00 - 9:00	491	1,207	77	83	805	41	53	680	122	63	1,378	186	5,186
8:15 - 9:15	444	1,129	68	77	722	43	52	640	145	51	1,232	164	4,767
8:30 - 9:30	389	1,014	64	87	680	41	60	607	134	47	1,140	160	4,423
8:45 - 9:45	348	951	76	87	699	51	69	633	130	53	1,032	139	4,268
9:00 - 10:00	296	891	72	84	687	55	92	693	114	53	918	124	4,079



PERIOD: PM Peak Hour **DATE:** TUESDAY 5/22/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	60	229	21	68	194	19	29	281	69	18	232	40	1,260
3:15 - 3:30	69	247	18	51	207	30	27	283	87	24	223	33	1,299
3:30 - 3:45	71	202	23	79	229	37	18	331	103	26	182	40	1,341
3:45 - 4:00	57	277	19	58	246	33	25	308	120	18	225	35	1,421
4:00 - 4:15	61	236	21	94	265	38	24	290	103	24	196	24	1,376
4:15 - 4:30	77	236	40	59	257	27	22	315	110	25	184	52	1,404
4:30 - 4:45	63	247	19	77	238	27	28	328	99	21	169	58	1,374
4:45 - 5:00	58	246	41	65	275	43	12	304	107	31	200	35	1,417
5:00 - 5:15	33	197	19	96	286	38	12	330	123	22	223	53	1,432
5:15 - 5:30	59	267	26	86	306	27	15	305	97	28	182	52	1,450
5:30 - 5:45	56	216	22	95	265	28	19	347	124	20	205	44	1,441
5:45 - 6:00	61	294	19	76	246	31	19	283	100	22	192	48	1,391

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	257	955	81	256	876	119	99	1,203	379	86	862	148	5,321
3:15 - 4:15	258	962	81	282	947	138	94	1,212	413	92	826	132	5,437
3:30 - 4:30	266	951	103	290	997	135	89	1,244	436	93	787	151	5,542
3:45 - 4:45	258	996	99	288	1,006	125	99	1,241	432	88	774	169	5,575
4:00 - 5:00	259	965	121	295	1,035	135	86	1,237	419	101	749	169	5,571
4:15 - 5:15	231	926	119	297	1,056	135	74	1,277	439	99	776	198	5,627
4:30 - 5:30	213	957	105	324	1,105	135	67	1,267	426	102	774	198	5,673
4:45 - 5:45	206	926	108	342	1,132	136	58	1,286	451	101	810	184	5,740 *
5:00 - 6:00	209	974	86	353	1,103	124	65	1,265	444	92	802	197	5,714



VEHICLE TURNING MOVEMENT COUNT SUMMARY

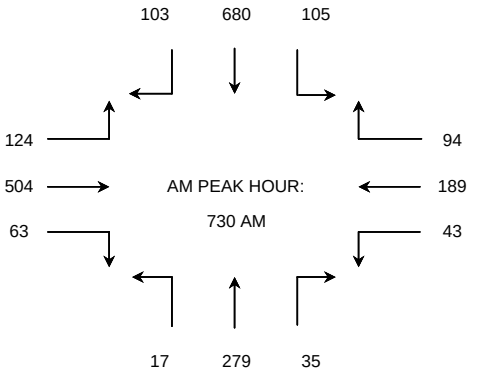
Prepared by: National Data & Surveying Services
Project # 07-2241-021

N/S STREET: Owensmouth **E/W STREET:** Erwin

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	7	25	28	10	58	13	4	47	9	18	97	9	325
7:15 - 7:30	7	26	20	11	65	17	4	50	4	20	110	6	340
7:30 - 7:45	8	29	22	15	118	10	4	56	12	21	145	18	458
7:45 - 8:00	9	60	22	39	135	23	5	70	7	29	179	29	607
8:00 - 8:15	14	48	29	39	135	17	1	85	6	28	187	30	619
8:15 - 8:30	12	52	21	31	116	13	7	68	10	27	169	26	552
8:30 - 8:45	5	40	14	15	75	15	5	61	10	15	134	26	415
8:45 - 9:00	11	65	27	24	82	16	4	59	4	11	126	21	450
9:00 - 9:15	9	48	10	30	96	11	9	48	8	24	100	18	411
9:15 - 9:30	7	53	19	16	69	6	8	63	6	5	66	19	337
9:30 - 9:45	5	31	16	8	34	3	5	37	5	2	39	13	198
9:45 - 10:00	7	25	6	14	35	3	7	33	3	5	41	8	187

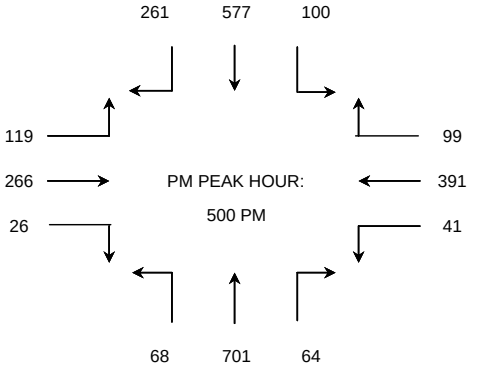
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	31	140	92	75	376	63	17	223	32	88	531	62	1,730
7:15 - 8:15	38	163	93	104	453	67	14	261	29	98	621	83	2,024
7:30 - 8:30	43	189	94	124	504	63	17	279	35	105	680	103	2,236 *
7:45 - 8:45	40	200	86	124	461	68	18	284	33	99	669	111	2,193
8:00 - 9:00	42	205	91	109	408	61	17	273	30	81	616	103	2,036
8:15 - 9:15	37	205	72	100	369	55	25	236	32	77	529	91	1,828
8:30 - 9:30	32	206	70	85	322	48	26	231	28	55	426	84	1,613
8:45 - 9:45	32	197	72	78	281	36	26	207	23	42	331	71	1,396
9:00 - 10:00	28	157	51	68	234	23	29	181	22	36	246	58	1,133



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	10	81	31	28	54	13	8	133	13	17	115	27	530
3:15 - 3:30	6	64	11	23	58	9	15	75	8	14	103	33	419
3:30 - 3:45	9	55	17	21	59	15	15	107	10	12	80	23	423
3:45 - 4:00	10	64	27	28	57	8	14	100	9	27	119	40	503
4:00 - 4:15	7	72	28	25	49	11	27	158	15	25	126	48	591
4:15 - 4:30	12	85	23	31	58	5	9	124	9	15	97	42	510
4:30 - 4:45	2	93	28	24	45	5	21	165	8	20	115	42	568
4:45 - 5:00	11	83	26	34	63	11	20	159	14	28	108	55	612
5:00 - 5:15	14	91	32	37	73	6	15	196	14	34	145	84	741
5:15 - 5:30	11	107	31	32	61	3	18	162	16	29	154	77	701
5:30 - 5:45	9	88	16	30	69	8	23	184	22	18	140	42	649
5:45 - 6:00	7	105	20	20	63	9	12	159	12	19	138	58	622

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	35	264	86	100	228	45	52	415	40	70	417	123	1,875
3:15 - 4:15	32	255	83	97	223	43	71	440	42	78	428	144	1,936
3:30 - 4:30	38	276	95	105	223	39	65	489	43	79	422	153	2,027
3:45 - 4:45	31	314	106	108	209	29	71	547	41	87	457	172	2,172
4:00 - 5:00	32	333	105	114	215	32	77	606	46	88	446	187	2,281
4:15 - 5:15	39	352	109	126	239	27	65	644	45	97	465	223	2,431
4:30 - 5:30	38	374	117	127	242	25	74	682	52	111	522	258	2,622
4:45 - 5:45	45	369	105	133	266	28	76	701	66	109	547	258	2,703
5:00 - 6:00	41	391	99	119	266	26	68	701	64	100	577	261	2,713 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

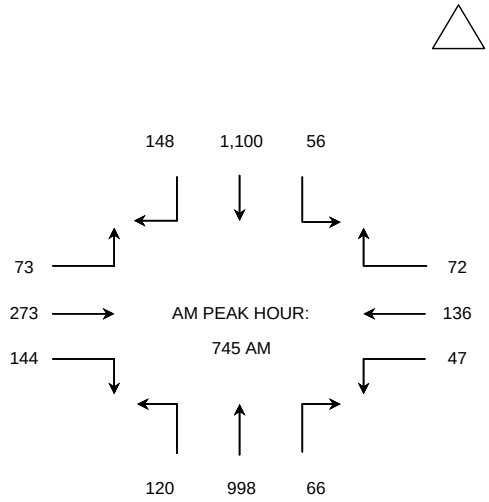
Prepared by: National Data & Surveying Services
Project # 07-2241-009

N/S STREET: Canoga **E/W STREET:** Erwin

PERIOD: AM Peak Hour **DATE:** TUESDAY 5/15/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	12	11	15	7	20	19	13	178	7	7	214	26	529
7:15 - 7:30	10	22	10	13	45	25	18	205	8	6	226	24	612
7:30 - 7:45	13	31	19	22	51	37	20	231	8	8	258	37	735
7:45 - 8:00	12	32	16	20	68	41	26	242	16	16	273	41	803
8:00 - 8:15	11	30	20	20	65	36	39	270	21	13	277	35	837
8:15 - 8:30	14	32	19	15	74	35	33	236	19	13	280	38	808
8:30 - 8:45	10	42	17	18	66	32	22	250	10	14	270	34	785
8:45 - 9:00	9	28	13	14	65	34	29	244	13	8	253	22	732
9:00 - 9:15	13	29	14	15	54	31	21	247	15	8	235	21	703
9:15 - 9:30	12	22	12	13	49	21	25	248	11	5	213	13	644
9:30 - 9:45	7	25	14	13	46	20	23	256	16	7	205	14	646
9:45 - 10:00	21	22	10	12	42	23	21	250	14	7	189	12	623

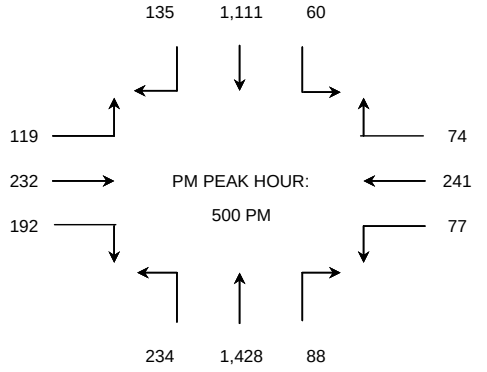
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	47	96	60	62	184	122	77	856	39	37	971	128	2,679
7:15 - 8:15	46	115	65	75	229	139	103	948	53	43	1,034	137	2,987
7:30 - 8:30	50	125	74	77	258	149	118	979	64	50	1,088	151	3,183
7:45 - 8:45	47	136	72	73	273	144	120	998	66	56	1,100	148	3,233 *
8:00 - 9:00	44	132	69	67	270	137	123	1,000	63	48	1,080	129	3,162
8:15 - 9:15	46	131	63	62	259	132	105	977	57	43	1,038	115	3,028
8:30 - 9:30	44	121	56	60	234	118	97	989	49	35	971	90	2,864
8:45 - 9:45	41	104	53	55	214	106	98	995	55	28	906	70	2,725
9:00 - 10:00	53	98	50	53	191	95	90	1,001	56	27	842	60	2,616



PERIOD: PM Peak Hour **DATE:** TUESDAY 5/15/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	22	22	11	25	34	32	31	265	13	11	233	15	714
3:15 - 3:30	14	32	11	29	38	29	36	283	15	14	249	22	772
3:30 - 3:45	19	38	20	36	45	30	35	311	24	11	222	29	820
3:45 - 4:00	10	28	15	35	59	51	51	312	17	12	237	27	854
4:00 - 4:15	13	39	11	30	53	46	53	317	22	15	229	25	853
4:15 - 4:30	14	48	13	32	58	43	43	300	23	8	235	30	847
4:30 - 4:45	14	52	14	39	56	40	37	314	22	10	242	33	873
4:45 - 5:00	13	46	15	37	57	41	44	343	19	18	267	25	925
5:00 - 5:15	20	60	22	26	61	46	57	370	21	15	276	26	1,000
5:15 - 5:30	18	64	21	32	58	53	62	358	26	14	280	38	1,024
5:30 - 5:45	21	62	15	34	59	48	60	361	22	17	286	37	1,022
5:45 - 6:00	18	55	16	27	54	45	55	339	19	14	269	34	945

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	65	120	57	125	176	142	153	1,171	69	48	941	93	3,160
3:15 - 4:15	56	137	57	130	195	156	175	1,223	78	52	937	103	3,299
3:30 - 4:30	56	153	59	133	215	170	182	1,240	86	46	923	111	3,374
3:45 - 4:45	51	167	53	136	226	180	184	1,243	84	45	943	115	3,427
4:00 - 5:00	54	185	53	138	224	170	177	1,274	86	51	973	113	3,498
4:15 - 5:15	61	206	64	134	232	170	181	1,327	85	51	1,020	114	3,645
4:30 - 5:30	65	222	72	134	232	180	200	1,385	88	57	1,065	122	3,822
4:45 - 5:45	72	232	73	129	235	188	223	1,432	88	64	1,109	126	3,971
5:00 - 6:00	77	241	74	119	232	192	234	1,428	88	60	1,111	135	3,991 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

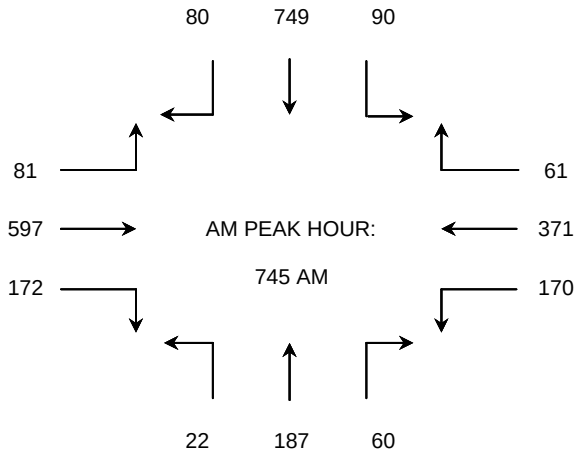
Prepared by: National Data & Surveying Services
Project # 07-2473-032

N/S STREET: Owensmouth Ave **E/W STREET:** Oxnard St

PERIOD: AM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	15	14	8	8	76	20	2	11	10	13	153	16	346
7:15 - 7:30	12	52	14	6	72	22	15	32	11	14	168	28	446
7:30 - 7:45	28	65	15	11	147	27	10	36	12	13	177	19	560
7:45 - 8:00	33	98	10	16	181	45	8	42	17	25	202	23	700
8:00 - 8:15	46	99	17	15	162	37	3	42	13	29	197	18	678
8:15 - 8:30	47	76	17	24	123	49	5	56	18	14	198	22	649
8:30 - 8:45	44	98	17	26	131	41	6	47	12	22	152	17	613
8:45 - 9:00	45	75	22	15	114	70	13	46	13	19	159	28	619

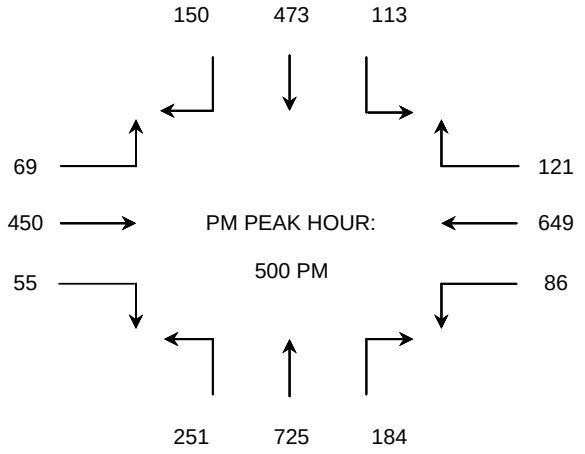
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	88	229	47	41	476	114	35	121	50	65	700	86	2,052
7:15 - 8:15	119	314	56	48	562	131	36	152	53	81	744	88	2,384
7:30 - 8:30	154	338	59	66	613	158	26	176	60	81	774	82	2,587
7:45 - 8:45	170	371	61	81	597	172	22	187	60	90	749	80	2,640 *
8:00 - 9:00	182	348	73	80	530	197	27	191	56	84	706	85	2,559



PERIOD: PM Peak Hour **DATE:** TUESDAY 10/9/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	9	91	20	12	85	3	26	121	23	18	64	12	484
4:15 - 4:30	10	86	13	28	88	9	30	118	23	24	89	25	543
4:30 - 4:45	10	102	33	27	132	7	56	134	44	41	85	30	701
4:45 - 5:00	6	148	19	17	96	15	52	125	36	21	74	20	629
5:00 - 5:15	18	133	36	29	118	17	58	222	47	34	125	49	886
5:15 - 5:30	24	184	23	11	103	15	65	168	32	22	124	30	801
5:30 - 5:45	24	196	29	10	101	10	69	194	62	32	113	34	874
5:45 - 6:00	20	136	33	19	128	13	59	141	43	25	111	37	765

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	35	427	85	84	401	34	164	498	126	104	312	87	2,357
4:15 - 5:15	44	469	101	101	434	48	196	599	150	120	373	124	2,759
4:30 - 5:30	58	567	111	84	449	54	231	649	159	118	408	129	3,017
4:45 - 5:45	72	661	107	67	418	57	244	709	177	109	436	133	3,190
5:00 - 6:00	86	649	121	69	450	55	251	725	184	113	473	150	3,326 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

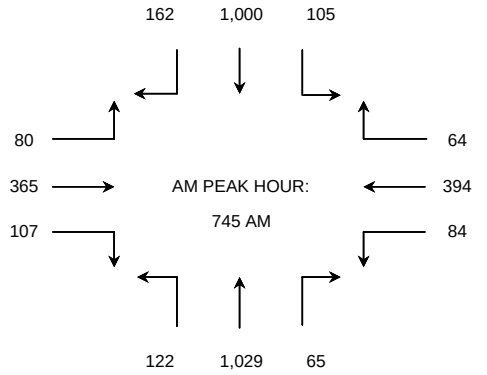
Prepared by: National Data & Surveying Services
Project # 07-2241-010

N/S STREET: Canoga **E/W STREET:** Oxnard

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	18	30	4	7	16	13	14	199	7	12	182	23	525
7:15 - 7:30	14	43	13	14	28	18	13	219	5	18	208	29	622
7:30 - 7:45	9	60	9	10	62	14	22	203	8	20	207	32	656
7:45 - 8:00	15	106	13	19	84	22	33	270	16	26	257	47	908
8:00 - 8:15	23	93	16	20	100	42	37	279	23	32	284	50	999
8:15 - 8:30	28	107	22	24	113	19	29	234	7	30	213	28	854
8:30 - 8:45	18	88	13	17	68	24	23	246	19	17	246	37	816
8:45 - 9:00	15	78	16	28	86	21	32	253	20	36	236	36	857
9:00 - 9:15	15	57	10	12	63	28	33	300	19	19	203	31	790
9:15 - 9:30	12	65	14	21	70	17	28	233	23	18	188	19	708
9:30 - 9:45	10	43	12	14	53	18	28	239	17	19	148	22	623
9:45 - 10:00	22	55	13	18	42	17	36	233	13	14	152	29	644

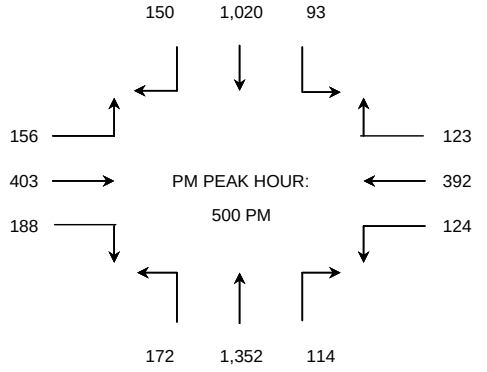
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	56	239	39	50	190	67	82	891	36	76	854	131	2,711
7:15 - 8:15	61	302	51	63	274	96	105	971	52	96	956	158	3,185
7:30 - 8:30	75	366	60	73	359	97	121	986	54	108	961	157	3,417
7:45 - 8:45	84	394	64	80	365	107	122	1,029	65	105	1,000	162	3,577 *
8:00 - 9:00	84	366	67	89	367	106	121	1,012	69	115	979	151	3,526
8:15 - 9:15	76	330	61	81	330	92	117	1,033	65	102	898	132	3,317
8:30 - 9:30	60	288	53	78	287	90	116	1,032	81	90	873	123	3,171
8:45 - 9:45	52	243	52	75	272	84	121	1,025	79	92	775	108	2,978
9:00 - 10:00	59	220	49	65	228	80	125	1,005	72	70	691	101	2,765



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	21	62	28	34	62	28	22	238	19	18	219	16	767
3:15 - 3:30	22	97	17	34	77	41	38	234	20	21	245	29	875
3:30 - 3:45	34	71	18	44	84	38	29	319	21	16	279	26	979
3:45 - 4:00	29	86	30	50	102	53	25	270	25	21	268	32	991
4:00 - 4:15	26	59	14	34	89	44	25	323	21	16	275	16	942
4:15 - 4:30	29	82	18	37	74	37	34	264	21	21	227	23	867
4:30 - 4:45	20	59	23	50	97	49	30	310	24	19	288	26	995
4:45 - 5:00	32	60	20	37	98	30	49	317	36	17	232	25	953
5:00 - 5:15	44	122	35	48	109	45	42	377	33	20	290	40	1,205
5:15 - 5:30	27	99	28	41	91	36	44	324	32	26	274	36	1,058
5:30 - 5:45	23	95	30	36	101	51	44	320	29	15	273	41	1,058
5:45 - 6:00	30	76	30	31	102	56	42	331	20	32	183	33	966

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	106	316	93	162	325	160	114	1,061	85	76	1,011	103	3,612
3:15 - 4:15	111	313	79	162	352	176	117	1,146	87	74	1,067	103	3,787
3:30 - 4:30	118	298	80	165	349	172	113	1,176	88	74	1,049	97	3,779
3:45 - 4:45	104	286	85	171	362	183	114	1,167	91	77	1,058	97	3,795
4:00 - 5:00	107	260	75	158	358	160	138	1,214	102	73	1,022	90	3,757
4:15 - 5:15	125	323	96	172	378	161	155	1,268	114	77	1,037	114	4,020
4:30 - 5:30	123	340	106	176	395	160	165	1,328	125	82	1,084	127	4,211
4:45 - 5:45	126	376	113	162	399	162	179	1,338	130	78	1,069	142	4,274
5:00 - 6:00	124	392	123	156	403	188	172	1,352	114	93	1,020	150	4,287 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

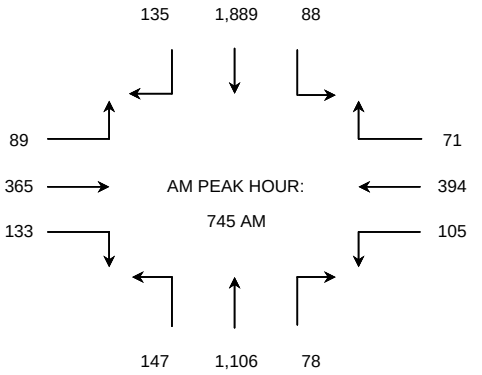
Prepared by: National Data & Surveying Services
Project # 07-2241-017

N/S STREET: De Soto **E/W STREET:** Oxnard

PERIOD: AM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	23	30	5	8	16	16	17	214	8	10	343	19	709
7:15 - 7:30	18	43	14	16	28	22	16	236	6	15	393	24	831
7:30 - 7:45	11	60	10	11	62	18	26	218	10	17	391	27	861
7:45 - 8:00	19	106	14	21	84	27	40	290	19	22	486	39	1,167
8:00 - 8:15	29	93	18	22	100	52	44	300	18	27	536	42	1,281
8:15 - 8:30	35	107	25	27	113	24	35	252	18	25	403	23	1,087
8:30 - 8:45	22	88	14	19	68	30	28	264	23	14	464	31	1,065
8:45 - 9:00	19	78	18	31	86	26	38	271	24	30	445	30	1,096
9:00 - 9:15	19	57	11	13	63	35	40	322	23	16	384	26	1,009
9:15 - 9:30	15	65	15	23	70	21	34	251	28	15	355	16	908
9:30 - 9:45	13	43	13	16	53	22	34	256	20	16	280	18	784
9:45 - 10:00	27	55	14	20	42	21	43	251	16	12	287	24	812

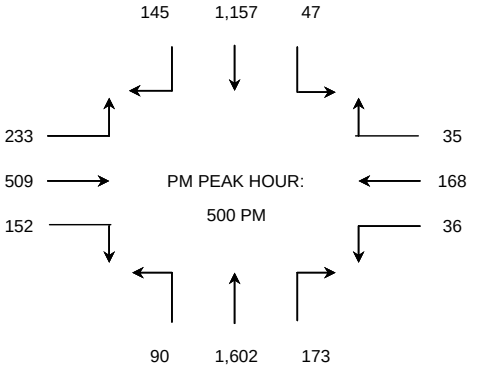
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	71	239	43	56	190	83	99	958	43	64	1,613	109	3,568
7:15 - 8:15	77	302	56	70	274	119	126	1,044	53	81	1,806	132	4,140
7:30 - 8:30	94	366	67	81	359	121	145	1,060	65	91	1,816	131	4,396
7:45 - 8:45	105	394	71	89	365	133	147	1,106	78	88	1,889	135	4,600 *
8:00 - 9:00	105	366	75	99	367	132	145	1,087	83	96	1,848	126	4,529
8:15 - 9:15	95	330	68	90	330	115	141	1,109	88	85	1,696	110	4,257
8:30 - 9:30	75	288	58	86	287	112	140	1,108	98	75	1,648	103	4,078
8:45 - 9:45	66	243	57	83	272	104	146	1,100	95	77	1,464	90	3,797
9:00 - 10:00	74	220	53	72	228	99	151	1,080	87	59	1,306	84	3,513



PERIOD: PM Peak Hour **DATE:** WEDNESDAY 5/16/2007

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	16	22	7	40	46	49	22	304	7	23	306	39	881
3:15 - 3:30	7	45	21	33	53	42	32	400	27	20	312	42	1,034
3:30 - 3:45	18	40	6	27	62	44	39	386	34	11	287	47	1,001
3:45 - 4:00	16	31	4	39	85	32	38	320	30	15	243	39	892
4:00 - 4:15	4	57	5	47	87	36	34	398	43	12	244	40	1,007
4:15 - 4:30	12	22	8	49	74	43	38	362	45	13	222	31	919
4:30 - 4:45	6	34	4	60	98	25	25	347	44	13	244	21	921
4:45 - 5:00	14	29	6	54	122	26	25	393	43	13	264	27	1,016
5:00 - 5:15	4	38	8	76	141	30	21	441	53	10	267	29	1,118
5:15 - 5:30	8	47	11	49	119	44	25	387	44	12	319	28	1,093
5:30 - 5:45	10	45	6	51	126	39	22	383	44	13	278	39	1,056
5:45 - 6:00	14	38	10	57	123	39	22	391	32	12	293	49	1,080

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	57	138	38	139	246	167	131	1,410	98	69	1,148	167	3,808
3:15 - 4:15	45	173	36	146	287	154	143	1,504	134	58	1,086	168	3,934
3:30 - 4:30	50	150	23	162	308	155	149	1,466	152	51	996	157	3,819
3:45 - 4:45	38	144	21	195	344	136	135	1,427	162	53	953	131	3,739
4:00 - 5:00	36	142	23	210	381	130	122	1,500	175	51	974	119	3,863
4:15 - 5:15	36	123	26	239	435	124	109	1,543	185	49	997	108	3,974
4:30 - 5:30	32	148	29	239	480	125	96	1,568	184	48	1,094	105	4,148
4:45 - 5:45	36	159	31	230	508	139	93	1,604	184	48	1,128	123	4,283
5:00 - 6:00	36	168	35	233	509	152	90	1,602	173	47	1,157	145	4,347 *



Canoga Transportation Corridor EIR
Transportation Appendix

Alternative 1
Future Volume Development

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2005 AM Peak Hour (38% of the Peak Period) - AUTOS - balanced

	APPROACH				DEPARTURE				TOTAL	TOTAL
Intersection	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Chatsworth St & De Soto Ave	4,737	20	2,729	623	3,442	446	3,478	743	8,110	8,110
2. Devonshire St & Topanga Canyon Blvd	3,717	1,424	1,718	1,102	1,684	1,777	3,361	1,139	7,961	7,961
3. Devonshire St & Owensmouth Ave	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
4. Devonshire St & Depot Rd	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
5. Devonshire St & Canoga Ave	972	1,224	0	1,788	4	2,441	122	1,416	3,984	3,984
6. Devonshire St & De Soto Ave	3,416	1,740	1,522	2,454	2,780	2,168	2,967	1,218	9,133	9,133
7. Lassen St & Topanga Canyon Blvd	3,274	723	2,223	355	1,763	761	3,468	582	6,574	6,574
8 Lassen St & Owensmouth Ave	0	743	0	754	0	717	730	50	1,497	1,497
9. Lassen St & Depot Rd	0	743	0	717	0	717	0	743	1,460	1,460
10.Lassen St & De Soto Ave	2,973	858	1,957	381	1,519	3,311	1,037	302	6,170	6,170
11. Marilla St & Owensmouth Ave	54	1,385	0	510	0	1,251	0	698	1,949	1,949
12. Plummer St & Owensmouth Ave	0	0	0	18	0	18	0	0	18	18
13. Plummer St & Canoga Ave	1,339	0	474	18	474	0	1,357	0	1,831	1,831
14. Nordhoff St & Owensmouth Ave	0	1,048	0	1,188	0	1,188	0	1,048	2,236	2,236
15. Nordhoff St & Canoga Ave	1,357	2,069	294	1,188	474	2,198	1,187	1,048	4,908	4,908
16. Nordhoff St & De Soto Ave	3,575	1,555	2,104	2,197	3,388	1,395	2,579	2,070	9,432	9,432
17. Parthenia St & Owensmouth Ave	0	481	0	675	0	675	0	481	1,156	1,156
18. Parthenia St & Canoga Ave	1,218	426	83	692	287	990	673	469	2,419	2,419
19. Parthenia St & De Soto Ave	2,487	707	2,142	979	2,185	1,049	2,650	431	6,315	6,315
20. Roscoe Blvd & Owensmouth Ave	0	2,012	0	2,206	0	2,206	0	2,012	4,218	4,218
21. Roscoe Blvd & Canoga Ave	706	3,228	414	2,257	79	2,809	1,749	1,968	6,605	6,605
22. Roscoe Blvd & De Soto Ave	2,481	3,449	2,745	2,791	2,287	3,512	2,418	3,249	11,467	11,467
23. Saticoy St & Owensmouth Ave	0	269	0	553	0	553	0	269	822	822
24. Saticoy St & Canoga Ave	1,670	1,011	384	516	436	834	2,021	290	3,581	3,581
25. Saticoy St & De Soto Ave	2,526	562	3,010	834	2,639	384	2,896	1,012	6,931	6,931
26. Valerio St. & Canoga Ave.	1,878	0	411	0	411	0	1,878	0	2,289	2,289
27. Sherman Way & Owensmouth Ave	0	2,335	5	2,826	0	2,437	830	1,900	5,167	5,167
28. Sherman Way & Canoga Ave	1,848	2,915	892	2,398	418	3,014	2,247	2,373	8,053	8,053
29. Sherman Way & De Soto Ave	3,113	4,576	2,685	2,831	2,786	4,137	3,415	2,868	13,206	13,206
30. Vanowen St & Owensmouth Ave	830	107	6	540	5	645	722	111	1,483	1,483
31. Vanowen St & Canoga Ave	2,084	1,086	784	608	965	1,378	2,107	114	4,563	4,563
32 Vanowen St & De Soto Ave	3,245	1,290	2,561	1,225	2,834	411	3,855	1,221	8,322	8,322
33. Victory Blvd & Owensmouth Ave	668	2,067	793	2,053	7	2,917	1,061	1,596	5,581	5,581
34. Victory Blvd & Canoga Ave	1,840	2,231	349	2,491	900	3,139	454	2,417	6,911	6,911
35. Victory Blvd & Variel Ave	0	2,399	0	2,902	0	2,902	0	2,399	5,301	5,301
36. Victory Blvd & De Soto Ave	3,478	2,908	3,090	2,775	2,836	2,534	4,368	2,514	12,251	12,251
37. Erwin St & Owensmouth Ave	975	0	858	0	858	0	975	0	1,833	1,833
38. Erwin St & Canoga Ave	420	0	375	0	375	0	420	0	795	795
39. Oxnard St & Owensmouth Ave	912	1,400	1,028	1,673	922	2,698	898	493	5,012	5,012
40. Oxnard St & Canoga Ave	411	1,498	1,417	2,458	383	2,592	1,278	1,530	5,784	5,784
41. Oxnard & De Soto Ave	3,834	368	2,304	2,334	3,539	240	3,385	1,676	8,840	8,840
42. Lassen St & Busway A	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
43. Lassen St & Busway B	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
44. Lassen St & Busway C	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
45. Canoga Ave & Busway	474	0	1,339	0	1,339	0	474	0	1,813	1,813
46. Canoga Ave & MOL	2,211	0	906	0	906	0	2,211	0	3,117	3,117

2005 PM Peak Hour (33% of the Peak Period) - balanced

	APPROACH				DEPARTURE				TOTAL	TOTAL
Intersection	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Chatsworth St & De Soto Ave	5,364	474	4,696	1,097	6,343	29	4,254	1,005	11,631	11,631
2. Devonshire St & Topanga Canyon Blvd	2,833	2,479	4,465	2,295	5,082	2,113	2,817	2,059	12,072	12,072
3. Devonshire St & Owensmouth Ave	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
4. Devonshire St & Depot Rd	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
5. Devonshire St & Canoga Ave	365	3,445	416	2,057	1,437	2,197	0	2,647	6,282	6,282
6. Devonshire St & De Soto Ave	4,276	3,252	3,889	2,198	4,671	2,888	2,612	3,444	13,616	13,616
7. Lassen St & Topanga Canyon Blvd	2,814	1,679	4,759	1,093	4,468	1,606	3,563	708	10,345	10,345
8 Lassen St & Owensmouth Ave	0	982	272	1,226	0	2,487	2	2,472	2,481	4,961
9. Lassen St & Depot Rd	0	1,310	0	1,658	0	1,658	0	1,310	2,968	2,968
10.Lassen St & De Soto Ave	2,605	2,039	4,426	685	3,900	1,946	3,165	745	9,755	9,755
11. Marilla St & Owensmouth Ave	1	2,056	0	902	363	903	0	1,692	2,959	2,959
12. Plummer St & Owensmouth Ave	0	34	0	1	0	1	0	34	35	35
13. Plummer St & Canoga Ave	903	0	2,088	1	2,056	0	903	34	2,993	2,993
14. Nordhoff St & Owensmouth Ave	0	1,803	0	1,666	0	1,666	0	1,803	3,469	3,469
15. Nordhoff St & Canoga Ave	903	3,373	1,989	1,666	2,088	3,532	508	1,803	7,931	7,931
16. Nordhoff St & De Soto Ave	4,674	2,060	3,558	3,536	5,089	2,188	3,182	3,369	13,828	13,828
17. Parthenia St & Owensmouth Ave	0	1,212	0	1,076	0	1,076	0	1,212	2,288	2,288
18. Parthenia St & Canoga Ave	502	1,838	1,531	1,064	2,012	1,435	261	1,226	4,935	4,935
19. Parthenia St & De Soto Ave	3,229	1,860	3,529	1,437	3,506	1,471	3,243	1,835	10,055	10,055
20. Roscoe Blvd & Owensmouth Ave	0	3,147	0	3,269	0	3,269	0	3,147	6,416	6,416
21. Roscoe Blvd & Canoga Ave	254	4,269	2,622	3,221	1,573	4,359	1,240	3,195	10,366	10,366
22. Roscoe Blvd & De Soto Ave	3,372	5,400	3,585	4,407	3,395	5,203	3,939	4,225	16,763	16,763
23. Saticoy St & Owensmouth Ave	0	1,397	0	889	0	889	0	1,397	2,286	2,286
24. Saticoy St & Canoga Ave	1,256	2,164	2,776	915	2,588	2,021	1,142	1,359	7,111	7,111
25. Saticoy St & De Soto Ave	3,869	1,401	4,145	1,990	3,654	1,510	4,041	2,200	11,405	11,405
26. Valerio St. & Canoga Ave.	1,174	0	2,698	0	2,698	0	1,174	0	3,872	3,872
27. Sherman Way & Owensmouth Ave	0	3,377	1,216	2,976	0	3,627	75	3,866	7,569	7,569
28. Sherman Way & Canoga Ave	1,191	4,174	3,099	3,681	2,659	4,033	2,126	3,328	12,146	12,146
29. Sherman Way & De Soto Ave	4,213	3,479	4,953	4,672	3,995	5,938	3,561	3,823	17,317	17,317
30. Vanowen St & Owensmouth Ave	75	1,298	1,180	438	1,214	337	127	1,313	2,991	2,991
31. Vanowen St & Canoga Ave	2,218	2,596	3,317	348	2,972	2,322	1,923	1,261	8,478	8,478
32 Vanowen St & De Soto Ave	3,953	1,678	5,052	2,445	4,433	2,308	3,922	2,464	13,128	13,128
33. Victory Blvd & Owensmouth Ave	131	3,886	1,824	2,749	1,144	3,045	1,187	3,213	8,590	8,590
34. Victory Blvd & Canoga Ave	2,096	4,266	1,170	3,327	3,051	3,579	663	3,565	10,859	10,859
35. Victory Blvd & Variel Ave	0	4,022	0	3,784	0	3,784	0	4,022	7,806	7,806
36. Victory Blvd & De Soto Ave	4,138	3,789	5,975	3,898	4,790	4,080	5,023	3,908	17,801	17,801
37. Erwin St & Owensmouth Ave	1,223	0	1,769	0	1,769	0	1,223	0	2,992	2,992
38. Erwin St & Canoga Ave	701	0	1,103	0	1,103	0	701	0	1,804	1,804
39. Oxnard St & Owensmouth Ave	1,264	3,777	1,894	1,234	1,714	2,780	1,202	2,474	8,170	8,170
40. Oxnard St & Canoga Ave	712	3,471	2,282	2,913	1,087	3,009	1,680	3,601	9,378	9,378
41. Oxnard & De Soto Ave	5,473	505	4,573	3,233	5,496	873	4,175	3,240	13,784	13,784
42. Lassen St & Busway A	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
43. Lassen St & Busway B	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
44. Lassen St & Busway C	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
45. Canoga Ave & Busway	2,056	0	903	0	903	0	2,056	0	2,959	2,959
46. Canoga Ave & MOL	2,157	0	3,054	0	3,054	0	2,157	0	5,211	5,211

2030 AM Peak Hour (38% of the Peak Period) - AUTOS -balanced

	APPROACH				DEPARTURE				TOTAL	TOTAL
Intersection	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Chatsworth St & De Soto Ave	5,009	368	2,715	1,123	3,854	623	3,581	1,157	9,216	9,216
2. Devonshire St & Topanga Canyon Blvd	3,815	2,064	2,433	1,511	2,461	1,936	3,545	1,881	9,823	9,823
3. Devonshire St & Owensmouth Ave	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
4. Devonshire St & Depot Rd	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
5. Devonshire St & Canoga Ave	1,930	2,524	1	2,027	303	2,971	1,236	1,971	6,482	6,482
6. Devonshire St & De Soto Ave	3,472	2,768	1,851	2,988	2,801	2,692	3,077	2,509	11,079	11,079
7. Lassen St & Topanga Canyon Blvd	3,738	1,877	2,835	495	2,307	2,097	3,335	1,206	8,945	8,945
8 Lassen St & Owensmouth Ave	0	743	0	754	0	717	730	50	1,497	1,497
9. Lassen St & Depot Rd	0	743	0	717	0	717	0	743	1,460	1,460
10.Lassen St & De Soto Ave	3,091	1,259	2,266	1,086	1,842	1,988	3,388	485	7,703	7,703
11. Marilla St & Owensmouth Ave	1,221	996	0	411	239	0	1,593	796	2,628	2,628
12. Plummer St & Owensmouth Ave	0	0	0	18	0	18	0	0	18	18
13. Plummer St & Canoga Ave	1,596	0	1,007	103	994	0	1,699	13	2,706	2,706
14. Nordhoff St & Owensmouth Ave	0	1,646	0	1,391	0	1,391	0	1,646	3,037	3,037
15. Nordhoff St & Canoga Ave	1,767	3,069	338	1,447	970	2,725	1,342	1,585	6,622	6,622
16. Nordhoff St & De Soto Ave	4,043	2,044	2,427	2,820	3,620	1,963	2,790	2,961	11,334	11,334
17. Parthenia St & Owensmouth Ave	0	1,083	0	0	0	0	0	1,083	1,083	1,083
18. Parthenia St & Canoga Ave	1,414	1,716	290	1,242	320	1,792	1,483	1,068	4,663	4,663
19. Parthenia St & De Soto Ave	2,703	1,744	2,368	1,768	2,506	1,638	2,698	1,741	8,583	8,583
20. Roscoe Blvd & Owensmouth Ave	0	2,675	0	2,789	0	2,789	0	2,675	5,464	5,464
21. Roscoe Blvd & Canoga Ave	1,516	3,524	884	2,812	284	3,430	2,369	2,653	8,736	8,736
22. Roscoe Blvd & De Soto Ave	2,553	4,198	3,168	3,368	2,502	4,386	2,807	3,591	13,286	13,286
23. Saticoy St & Owensmouth Ave	0	1,682	0	1,682	0	1,682	0	1,682	3,364	3,364
24. Saticoy St & Canoga Ave	2,440	2,075	647	1,719	859	2,002	2,373	1,647	6,881	6,881
25. Saticoy St & De Soto Ave	3,412	2,092	348	2,554	2,712	1,176	2,826	1,693	8,408	8,408
26. Valerio St. & Canoga Ave.	2,424	0	633	0	633	0	2,424	0	3,057	3,057
27. Sherman Way & Owensmouth Ave	0	2,682	430	3,053	0	2,767	1,116	2,283	6,166	6,166
28. Sherman Way & Canoga Ave	2,253	2,972	1,062	3,501	685	3,431	2,770	2,902	9,789	9,789
29. Sherman Way & De Soto Ave	3,467	5,058	2,710	3,301	2,817	4,829	3,578	3,313	14,537	14,537
30. Vanowen St & Owensmouth Ave	1,116	605	156	1,461	430	1,630	989	290	3,339	3,339
31. Vanowen St & Canoga Ave	2,451	1,963	1,182	1,561	1,196	2,370	2,957	633	7,157	7,157
32 Vanowen St & De Soto Ave	3,481	2,254	2,682	2,156	2,791	1,489	4,134	2,159	10,574	10,574
33. Victory Blvd & Owensmouth Ave	933	2,255	1,014	3,011	166	3,594	1,032	2,421	7,213	7,213
34. Victory Blvd & Canoga Ave	2,589	2,513	486	3,096	1,359	3,733	963	2,630	8,685	8,685
35. Victory Blvd & Variel Ave	0	2,742	0	3,393	0	3,393	0	2,742	6,135	6,135
36. Victory Blvd & De Soto Ave	3,728	3,261	3,295	3,223	2,975	2,908	4,729	2,895	13,507	13,507
37. Erwin St & Owensmouth Ave	970	0	1,075	0	1,075	0	970	0	2,045	2,045
38. Erwin St & Canoga Ave	875	0	530	0	530	0	875	0	1,405	1,405
39. Oxnard St & Owensmouth Ave	926	1,951	974	2,500	1,129	3,220	1,237	765	6,351	6,351
40. Oxnard St & Canoga Ave	852	1,966	1,426	2,988	544	3,044	1,545	2,099	7,233	7,233
41. Oxnard & De Soto Ave	4,125	788	3,055	2,730	3,794	989	3,708	2,207	10,699	10,699
42. Lassen St & Busway A	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
43. Lassen St & Busway B	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
44. Lassen St & Busway C	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
45. Canoga Ave & Busway	994	0	1,596	0	1,596	0	994	0	2,590	2,590
46. Canoga Ave & MOL	2,560	0	1,143	0	1,143	0	2,560	0	3,703	3,703

2030 PM Peak Hour (33% of the Peak Period) - unbalanced

	APPROACH				DEPARTURE				TOTAL	TOTAL
Intersection	NL	EL	SL	WL	NL	EL	SL	WL	IN	OUT
1. Chatsworth St & De Soto Ave	5,908	1,505	4,616	1,802	6,864	1,052	3,735	2,180	13,832	13,832
2. Devonshire St & Topanga Canyon Blvd	4,091	3,048	4,977	2,428	5,408	2,925	3,901	2,310	14,545	14,545
3. Devonshire St & Owensmouth Ave	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
4. Devonshire St & Depot Rd	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
5. Devonshire St & Canoga Ave	976	4,181	2,258	2,825	3,189	3,789	108	3,155	10,241	10,241
6. Devonshire St & De Soto Ave	3,764	4,169	3,935	3,768	4,581	3,859	2,994	4,203	15,637	15,637
7. Lassen St & Topanga Canyon Blvd	3,792	3,047	4,678	1,932	5,119	3,333	4,019	978	13,450	13,450
8 Lassen St & Owensmouth Ave	0	1,868	1,767	3,301	0	2,964	897	3,077	6,937	6,937
9. Lassen St & Depot Rd	0	1,868	0	2,964	0	2,964	0	1,868	4,832	4,832
10.Lassen St & De Soto Ave	2,994	3,580	4,576	1,234	3,936	2,653	3,423	2,372	12,385	12,385
11. Marilla St & Owensmouth Ave	897	2,264	0	1,267	1,768	1,714	0	946	4,428	4,428
12. Plummer St & Owensmouth Ave	0	0	0	18	0	18	0	0	18	18
13. Plummer St & Canoga Ave	1,713	0	2,756	58	2,265	0	1,771	492	4,528	4,528
14. Nordhoff St & Owensmouth Ave	0	1,666	0	1,820	0	1,820	0	1,666	3,486	3,486
15. Nordhoff St & Canoga Ave	1,745	4,322	2,411	1,793	2,798	4,377	1,402	1,692	10,270	10,270
16. Nordhoff St & De Soto Ave	5,326	2,576	3,741	4,390	5,720	2,667	3,337	4,309	16,034	16,034
17. Parthenia St & Owensmouth Ave	0	1,867	0	0	0	0	0	1,867	1,867	1,867
18. Parthenia St & Canoga Ave	1,374	3,194	2,690	1,905	2,459	3,166	1,661	1,876	9,163	9,163
19. Parthenia St & De Soto Ave	3,368	3,000	3,843	3,123	3,706	2,994	3,395	3,238	13,334	13,334
20. Roscoe Blvd & Owensmouth Ave	0	4,308	0	4,147	0	4,147	0	4,308	8,455	8,455
21. Roscoe Blvd & Canoga Ave	1,651	5,021	3,575	4,142	2,707	5,085	2,284	4,314	14,389	14,389
22. Roscoe Blvd & De Soto Ave	3,481	6,605	3,966	5,252	3,752	6,240	4,445	4,867	19,304	19,304
23. Saticoy St & Owensmouth Ave	0	2,935	0	2,307	0	2,307	0	2,935	5,242	5,242
24. Saticoy St & Canoga Ave	2,311	3,553	3,578	2,337	3,535	3,357	1,989	2,898	11,779	11,779
25. Saticoy St & De Soto Ave	4,482	2,584	4,485	3,319	3,932	3,159	4,184	3,595	14,869	14,869
26. Valerio St. & Canoga Ave.	2,015	0	3,532	0	3,532	0	2,015	0	5,547	5,547
27. Sherman Way & Owensmouth Ave	0	4,233	1,685	3,586	0	3,992	1,124	4,390	9,505	9,505
28. Sherman Way & Canoga Ave	2,045	4,786	3,648	4,052	3,480	4,605	2,276	4,171	14,532	14,532
29. Sherman Way & De Soto Ave	4,020	6,928	4,877	4,938	4,666	7,182	3,936	4,979	20,764	20,764
30. Vanowen St & Owensmouth Ave	1,124	2,791	1,654	910	1,685	1,555	549	2,690	6,479	6,479
31. Vanowen St & Canoga Ave	2,367	3,813	4,302	1,593	3,510	3,332	2,508	2,726	12,076	12,076
32 Vanowen St & De Soto Ave	3,945	3,002	5,688	3,473	4,867	3,465	4,118	3,658	16,108	16,108
33. Victory Blvd & Owensmouth Ave	586	5,129	1,570	3,906	1,555	3,568	1,723	4,345	11,191	11,191
34. Victory Blvd & Canoga Ave	2,687	5,106	2,428	3,971	4,021	4,237	1,336	4,598	14,193	14,193
35. Victory Blvd & Variel Ave	0	4,881	0	4,424	0	4,424	0	4,881	9,305	9,305
36. Victory Blvd & De Soto Ave	4,326	4,399	6,732	4,568	5,418	4,606	5,268	4,732	20,025	20,025
37. Erwin St & Owensmouth Ave	1,833	0	1,470	0	1,470	0	1,833	0	3,303	3,303
38. Erwin St & Canoga Ave	1,395	0	2,321	0	2,321	0	1,395	0	3,716	3,716
39. Oxnard St & Owensmouth Ave	1,822	4,515	2,322	1,894	1,479	3,612	1,496	3,967	10,554	10,554
40. Oxnard St & Canoga Ave	1,415	4,327	2,442	3,644	2,288	3,566	1,496	4,477	11,828	11,828
41. Oxnard & De Soto Ave	5,732	2,608	5,392	3,816	6,198	2,245	5,051	4,054	17,548	17,548
42. Lassen St & Busway A	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
43. Lassen St & Busway B	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
44. Lassen St & Busway C	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
45. Canoga Ave & Busway	2,265	0	1,713	0	1,713	0	2,265	0	3,978	3,978
46. Canoga Ave & MOL	2,310	0	3,594	0	3,594	0	2,310	0	5,904	5,904

AM Peak Hour DIFFERENCE (2030-2005) - AUTOS

	APPROACH				DEPARTURE				TOTAL	TOTAL
Intersection	NL	EL	SL	WL	NL	EL	SL	WL	APP	DEPT
1. Chatsworth St & De Soto Ave	271	348	-14	500	412	177	102	415	1,106	1,106
2. Devonshire St & Topanga Canyon Blvd	97	639	715	410	777	159	184	742	1,862	1,862
3. Devonshire St & Owensmouth Ave	0	566	0	235	0	235	0	566	801	801
4. Devonshire St & Depot Rd	0	566	0	235	0	235	0	566	801	801
5. Devonshire St & Canoga Ave	958	1,300	1	239	299	530	1,114	555	2,498	2,498
6. Devonshire St & De Soto Ave	55	1,028	329	534	21	524	110	1,291	1,946	1,946
7. Lassen St & Topanga Canyon Blvd	464	1,154	612	141	545	1,335	-133	625	2,371	2,371
8 Lassen St & Owensmouth Ave	0	0	0	0	0	0	0	0	0	0
9. Lassen St & Depot Rd	0	0	0	0	0	0	0	0	0	0
10.Lassen St & De Soto Ave	119	400	309	705	323	-1,323	2,350	183	1,534	1,534
11. Marilla St & Owensmouth Ave	1,168	-389	0	-99	239	-1,251	1,593	99	679	679
12. Plummer St & Owensmouth Ave	0	0	0	0	0	0	0	0	0	0
13. Plummer St & Canoga Ave	257	0	533	85	520	0	342	13	875	875
14. Nordhoff St & Owensmouth Ave	0	598	0	203	0	203	0	598	801	801
15. Nordhoff St & Canoga Ave	410	1,001	44	259	496	527	155	537	1,714	1,714
16. Nordhoff St & De Soto Ave	468	489	323	623	232	568	210	891	1,902	1,902
17. Parthenia St & Owensmouth Ave	0	602	0	-675	0	-675	0	602	-73	-73
18. Parthenia St & Canoga Ave	197	1,290	207	550	34	802	810	598	2,244	2,244
19. Parthenia St & De Soto Ave	216	1,037	225	789	321	589	47	1,310	2,268	2,268
20. Roscoe Blvd & Owensmouth Ave	0	663	0	583	0	583	0	663	1,246	1,246
21. Roscoe Blvd & Canoga Ave	810	296	470	555	204	621	620	686	2,132	2,132
22. Roscoe Blvd & De Soto Ave	72	749	423	577	215	874	389	342	1,820	1,820
23. Saticoy St & Owensmouth Ave	0	1,413	0	1,129	0	1,129	0	1,413	2,542	2,542
24. Saticoy St & Canoga Ave	771	1,064	263	1,202	423	1,168	352	1,357	3,300	3,300
25. Saticoy St & De Soto Ave	887	1,531	-2,661	1,721	73	792	-70	682	1,477	1,477
26. Valerio St. & Canoga Ave.	546	0	222	0	222	0	546	0	768	768
27. Sherman Way & Owensmouth Ave	0	347	425	227	0	330	286	383	999	999
28. Sherman Way & Canoga Ave	405	58	171	1,103	267	418	523	529	1,737	1,737
29. Sherman Way & De Soto Ave	354	482	25	470	30	692	163	446	1,331	1,331
30. Vanowen St & Owensmouth Ave	286	498	150	921	425	985	267	179	1,856	1,856
31. Vanowen St & Canoga Ave	366	877	398	952	232	993	850	519	2,594	2,594
32 Vanowen St & De Soto Ave	236	964	121	931	-43	1,078	279	938	2,252	2,252
33. Victory Blvd & Owensmouth Ave	265	189	221	958	159	678	-29	825	1,633	1,633
34. Victory Blvd & Canoga Ave	749	283	137	605	459	594	508	213	1,774	1,774
35. Victory Blvd & Variel Ave	0	343	0	491	0	491	0	343	834	834
36. Victory Blvd & De Soto Ave	250	353	205	448	140	374	361	381	1,256	1,256
37. Erwin St & Owensmouth Ave	-5	0	217	0	217	0	-5	0	212	212
38. Erwin St & Canoga Ave	455	0	155	0	155	0	455	0	610	610
39. Oxnard St & Owensmouth Ave	14	552	-54	827	207	523	338	272	1,340	1,340
40. Oxnard St & Canoga Ave	441	468	10	531	161	452	266	570	1,450	1,450
41. Oxnard & De Soto Ave	291	420	751	396	255	749	323	531	1,859	1,859
42. Lassen St & Busway A	0	566	0	235	0	235	0	566	801	801
43. Lassen St & Busway B	0	566	0	235	0	235	0	566	801	801
44. Lassen St & Busway C	0	566	0	235	0	235	0	566	801	801
45. Canoga Ave & Busway	520	0	257	0	257	0	520	0	777	777
46. Canoga Ave & MOL	349	0	237	0	237	0	349	0	586	586

PM Peak Hour DIFFERENCE (2030-2005)

	APPROACH				DEPARTURE				TOTAL	TOTAL
Intersection	NL	EL	SL	WL	NL	EL	SL	WL	APP	DEPT
1. Chatsworth St & De Soto Ave	544	1,031	-80	705	521	1,023	-519	1,175	2,201	2,201
2. Devonshire St & Topanga Canyon Blvd	1,258	569	513	133	326	811	1,084	251	2,473	2,473
3. Devonshire St & Owensmouth Ave	0	578	0	798	0	798	0	578	1,376	1,376
4. Devonshire St & Depot Rd	0	578	0	798	0	798	0	578	1,376	1,376
5. Devonshire St & Canoga Ave	611	736	1,843	768	1,751	1,591	108	508	3,959	3,959
6. Devonshire St & De Soto Ave	-512	917	46	1,571	-91	971	382	759	2,021	2,021
7. Lassen St & Topanga Canyon Blvd	978	1,369	-81	839	650	1,728	456	270	3,105	3,105
8 Lassen St & Owensmouth Ave	0	886	1,495	2,075	0	476	895	604	4,456	1,976
9. Lassen St & Depot Rd	0	558	0	1,306	0	1,306	0	558	1,864	1,864
10.Lassen St & De Soto Ave	389	1,541	150	550	36	708	258	1,627	2,630	2,630
11. Marilla St & Owensmouth Ave	896	208	0	366	1,405	811	0	-746	1,470	1,470
12. Plummer St & Owensmouth Ave	0	-34	0	17	0	17	0	-34	-17	-17
13. Plummer St & Canoga Ave	810	0	668	57	209	0	868	458	1,535	1,535
14. Nordhoff St & Owensmouth Ave	0	-137	0	154	0	154	0	-137	17	17
15. Nordhoff St & Canoga Ave	842	949	422	127	710	845	894	-111	2,339	2,339
16. Nordhoff St & De Soto Ave	652	517	184	854	632	479	155	941	2,206	2,206
17. Parthenia St & Owensmouth Ave	0	655	0	-1,076	0	-1,076	0	655	-421	-421
18. Parthenia St & Canoga Ave	872	1,357	1,158	841	447	1,731	1,400	650	4,228	4,228
19. Parthenia St & De Soto Ave	139	1,140	314	1,686	200	1,523	153	1,403	3,279	3,279
20. Roscoe Blvd & Owensmouth Ave	0	1,161	0	878	0	878	0	1,161	2,039	2,039
21. Roscoe Blvd & Canoga Ave	1,397	752	953	921	1,134	726	1,044	1,119	4,023	4,023
22. Roscoe Blvd & De Soto Ave	109	1,205	382	845	356	1,037	505	642	2,541	2,541
23. Saticoy St & Owensmouth Ave	0	1,538	0	1,418	0	1,418	0	1,538	2,956	2,956
24. Saticoy St & Canoga Ave	1,054	1,389	802	1,422	946	1,336	847	1,539	4,668	4,668
25. Saticoy St & De Soto Ave	613	1,182	340	1,328	277	1,649	143	1,395	3,464	3,464
26. Valerio St. & Canoga Ave.	841	0	834	0	834	0	841	0	1,675	1,675
27. Sherman Way & Owensmouth Ave	0	857	469	611	0	364	1,049	523	1,937	1,937
28. Sherman Way & Canoga Ave	854	612	549	371	821	572	150	843	2,386	2,386
29. Sherman Way & De Soto Ave	-194	3,449	-76	267	671	1,244	375	1,156	3,447	3,447
30. Vanowen St & Owensmouth Ave	1,049	1,493	474	472	471	1,218	422	1,377	3,488	3,488
31. Vanowen St & Canoga Ave	149	1,218	986	1,246	538	1,010	585	1,464	3,598	3,598
32 Vanowen St & De Soto Ave	-8	1,324	636	1,028	434	1,157	195	1,193	2,980	2,980
33. Victory Blvd & Owensmouth Ave	456	1,243	-254	1,157	411	523	536	1,132	2,602	2,602
34. Victory Blvd & Canoga Ave	591	841	1,258	644	971	658	673	1,033	3,334	3,334
35. Victory Blvd & Variel Ave	0	859	0	640	0	640	0	859	1,499	1,499
36. Victory Blvd & De Soto Ave	188	610	757	669	628	526	246	825	2,224	2,224
37. Erwin St & Owensmouth Ave	610	0	-299	0	-299	0	610	0	311	311
38. Erwin St & Canoga Ave	694	0	1,218	0	1,218	0	694	0	1,912	1,912
39. Oxnard St & Owensmouth Ave	558	738	428	660	-235	832	294	1,493	2,385	2,385
40. Oxnard St & Canoga Ave	704	856	160	730	1,201	557	-184	876	2,451	2,451
41. Oxnard & De Soto Ave	259	2,103	819	583	702	1,373	876	814	3,765	3,765
42. Lassen St & Busway A	0	578	0	798	0	798	0	578	1,376	1,376
43. Lassen St & Busway B	0	578	0	798	0	798	0	578	1,376	1,376
44. Lassen St & Busway C	0	578	0	798	0	798	0	578	1,376	1,376
45. Canoga Ave & Busway	209	0	810	0	810	0	209	0	1,019	1,019
46. Canoga Ave & MOL	153	0	540	0	540	0	153	0	693	693

Adjusted AM Peak Hour GROWTH RATE
'Adjust model numbers to year 2007 by taking 92% of the DIFFERENCE

NODE NUMBER	APPROACH NL	APPROACH EL	APPROACH SL	APPROACH WL	DEPARTURE NL	DEPARTURE EL	DEPARTURE SL	DEPARTURE WL	TOTAL APP	TOTAL DEPT	INT Total	Average 24%	Per Year 1.043
1. Chatsworth St & De Soto Ave	5%	1605%	0%	74%	11%	36%	3%	51%	13%	13%	13.6%		
2. Devonshire St & Topanga Canyon Blvd	2%	41%	38%	34%	42%	8%	5%	60%	22%	22%	23.4%		
3. Devonshire St & Owensmouth Ave	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
4. Devonshire St & Depot Rd	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
5. Devonshire St & Canoga Ave	91%	98%	--	12%	7042%	20%	838%	36%	58%	58%	62.7%		
6. Devonshire St & De Soto Ave	1%	54%	20%	20%	1%	22%	3%	98%	20%	20%	21.3%		
7. Lassen St & Topanga Canyon Blvd	13%	147%	25%	36%	28%	161%	-4%	99%	33%	33%	36.1%		
8 Lassen St & Owensmouth Ave	--	0%	--	0%	--	0%	0%	0%	0%	0%	0.0%		
9. Lassen St & Depot Rd	--	0%	--	0%	--	0%	--	0%	0%	0%	0.0%		
10.Lassen St & De Soto Ave	4%	43%	15%	170%	20%	-37%	208%	56%	23%	23%	24.9%		
11. Marilla St & Owensmouth Ave	1997%	-26%	--	-18%	--	-92%	--	13%	32%	32%	34.8%		
12. Plummer St & Owensmouth Ave	--	--	--	0%	--	0%	--	--	0%	0%	0.0%		
13. Plummer St & Canoga Ave	18%	--	103%	434%	101%	--	23%	--	44%	44%	47.8%		
14. Nordhoff St & Owensmouth Ave	--	52%	--	16%	--	16%	--	52%	33%	33%	35.8%		
15. Nordhoff St & Canoga Ave	28%	44%	14%	20%	96%	22%	12%	47%	32%	32%	34.9%		
16. Nordhoff St & De Soto Ave	12%	29%	14%	26%	6%	37%	8%	40%	19%	19%	20.2%		
17. Parthenia St & Owensmouth Ave	--	115%	--	-92%	--	-92%	--	115%	-6%	-6%	-6.3%		
18. Parthenia St & Canoga Ave	15%	279%	229%	73%	11%	75%	111%	117%	85%	85%	92.7%		
19. Parthenia St & De Soto Ave	8%	135%	10%	74%	14%	52%	2%	280%	33%	33%	35.9%		
20. Roscoe Blvd & Owensmouth Ave	--	30%	--	24%	--	24%	--	30%	27%	27%	29.5%		
21. Roscoe Blvd & Canoga Ave	106%	8%	104%	23%	237%	20%	33%	32%	30%	30%	32.3%		
22. Roscoe Blvd & De Soto Ave	3%	20%	14%	19%	9%	23%	15%	10%	15%	15%	15.9%		
23. Saticoy St & Owensmouth Ave	--	483%	--	188%	--	188%	--	483%	285%	285%	309.2%		
24. Saticoy St & Canoga Ave	42%	97%	63%	214%	89%	129%	16%	431%	85%	85%	92.2%		
25. Saticoy St & De Soto Ave	32%	251%	-81%	190%	3%	190%	-2%	62%	20%	20%	21.3%		
26. Valerio St. & Canoga Ave.	27%	--	50%	--	50%	--	27%	--	31%	31%	33.6%		
27. Sherman Way & Owensmouth Ave	--	14%	7820%	7%	--	12%	32%	19%	18%	18%	19.3%		
28. Sherman Way & Canoga Ave	20%	2%	18%	42%	59%	13%	21%	20%	20%	20%	21.6%		
29. Sherman Way & De Soto Ave	10%	10%	1%	15%	1%	15%	4%	14%	9%	9%	10.1%		
30. Vanowen St & Owensmouth Ave	32%	428%	2300%	157%	7819%	140%	34%	148%	115%	115%	125.1%		
31. Vanowen St & Canoga Ave	16%	74%	47%	144%	22%	66%	37%	419%	52%	52%	56.8%		
32 Vanowen St & De Soto Ave	7%	69%	4%	70%	-1%	241%	7%	71%	25%	25%	27.1%		
33. Victory Blvd & Owensmouth Ave	37%	8%	26%	43%	2246%	21%	-3%	48%	27%	27%	29.3%		
34. Victory Blvd & Canoga Ave	37%	12%	36%	22%	47%	17%	103%	8%	24%	24%	25.7%		
35. Victory Blvd & Variel Ave	--	13%	--	16%	--	16%	--	13%	14%	14%	15.7%		
36. Victory Blvd & De Soto Ave	7%	11%	6%	15%	5%	14%	8%	14%	9%	9%	10.2%		
37. Erwin St & Owensmouth Ave	0%	--	23%	--	23%	--	0%	--	11%	11%	11.6%		
38. Erwin St & Canoga Ave	100%	--	38%	--	38%	--	100%	--	71%	71%	76.7%		
39. Oxnard St & Owensmouth Ave	1%	36%	-5%	46%	21%	18%	35%	51%	25%	25%	26.7%		
40. Oxnard St & Canoga Ave	99%	29%	1%	20%	39%	16%	19%	34%	23%	23%	25.1%		
41. Oxnard & De Soto Ave	7%	105%	30%	16%	7%	287%	9%	29%	19%	19%	21.0%		
42. Lassen St & Busway A	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
43. Lassen St & Busway B	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
44. Lassen St & Busway C	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
45. Canoga Ave & Busway	101%	--	18%	--	18%	--	101%	--	39%	39%	42.9%		
46. Canoga Ave & MOL	15%	--	24%	--	24%	--	15%	--	17%	17%	18.8%		

PM Peak Hour ADJUSTED DIFFERENCE (2030 to 2007)
'Adjust model numbers to year 2007 by taking 92% of th

NODE NUMBER	APPROACH NL	APPROACH EL	APPROACH SL	APPROACH WL	DEPARTURE NL	DEPARTURE EL	DEPARTURE SL	DEPARTURE WL	TOTAL APP	TOTAL DEPT		Average 25%	Per Year 1.087
1. Chatsworth St & De Soto Ave	9%	200%	-2%	59%	8%	3237%	-11%	108%	17%	17%	18.9%		
2. Devonshire St & Topanga Canyon Blvd	41%	21%	11%	5%	6%	35%	35%	11%	19%	19%	20.5%		
3. Devonshire St & Owensmouth Ave	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
4. Devonshire St & Depot Rd	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
5. Devonshire St & Canoga Ave	154%	20%	408%	34%	112%	67%	--	18%	58%	58%	63.0%		
6. Devonshire St & De Soto Ave	-11%	26%	1%	66%	-2%	31%	13%	20%	14%	14%	14.8%		
7. Lassen St & Topanga Canyon Blvd	32%	75%	-2%	71%	13%	99%	12%	35%	28%	28%	30.0%		
8 Lassen St & Owensmouth Ave	--	83%	505%	156%	--	18%	54911%	22%	165%	37%	86.4%		
9. Lassen St & Depot Rd	--	39%	--	72%	--	72%	--	39%	58%	58%	62.8%		
10.Lassen St & De Soto Ave	14%	70%	3%	74%	1%	33%	8%	201%	25%	25%	27.0%		
11. Marilla St & Owensmouth Ave	82409%	9%	--	37%	356%	83%	--	-41%	46%	46%	49.7%		
12. Plummer St & Owensmouth Ave	--	-92%	--	1564%	--	1564%	--	-92%	-45%	-45%	-48.6%		
13. Plummer St & Canoga Ave	83%	--	29%	5244%	9%	--	88%	1239%	47%	47%	51.3%		
14. Nordhoff St & Owensmouth Ave	--	-7%	--	9%	--	9%	--	-7%	0%	0%	0.5%		
15. Nordhoff St & Canoga Ave	86%	26%	19%	7%	31%	22%	162%	-6%	27%	27%	29.5%		
16. Nordhoff St & De Soto Ave	13%	23%	5%	22%	11%	20%	4%	26%	15%	15%	16.0%		
17. Parthenia St & Owensmouth Ave	--	50%	--	-92%	--	-92%	--	50%	-17%	-17%	-18.4%		
18. Parthenia St & Canoga Ave	160%	68%	70%	73%	20%	111%	493%	49%	79%	79%	85.7%		
19. Parthenia St & De Soto Ave	4%	56%	8%	108%	5%	95%	4%	70%	30%	30%	32.6%		
20. Roscoe Blvd & Owensmouth Ave	--	34%	--	25%	--	25%	--	34%	29%	29%	31.8%		
21. Roscoe Blvd & Canoga Ave	505%	16%	33%	26%	66%	15%	78%	32%	36%	36%	38.8%		
22. Roscoe Blvd & De Soto Ave	3%	21%	10%	18%	10%	18%	12%	14%	14%	14%	15.2%		
23. Saticoy St & Owensmouth Ave	--	101%	--	147%	--	147%	--	101%	119%	119%	129.3%		
24. Saticoy St & Canoga Ave	77%	59%	27%	143%	34%	61%	68%	104%	60%	60%	65.6%		
25. Saticoy St & De Soto Ave	15%	78%	8%	61%	7%	100%	3%	58%	28%	28%	30.4%		
26. Valerio St. & Canoga Ave.	66%	--	28%	--	28%	--	66%	--	40%	40%	43.3%		
27. Sherman Way & Owensmouth Ave	--	23%	36%	19%	--	9%	1287%	12%	24%	24%	25.6%		
28. Sherman Way & Canoga Ave	66%	13%	16%	9%	28%	13%	7%	23%	18%	18%	19.6%		
29. Sherman Way & De Soto Ave	-4%	91%	-1%	5%	15%	19%	10%	28%	18%	18%	19.9%		
30. Vanowen St & Owensmouth Ave	1284%	106%	37%	99%	36%	332%	306%	96%	107%	107%	116.6%		
31. Vanowen St & Canoga Ave	6%	43%	27%	330%	17%	40%	28%	107%	39%	39%	42.4%		
32 Vanowen St & De Soto Ave	0%	73%	12%	39%	9%	46%	5%	45%	21%	21%	22.7%		
33. Victory Blvd & Owensmouth Ave	320%	29%	-13%	39%	33%	16%	42%	32%	28%	28%	30.3%		
34. Victory Blvd & Canoga Ave	26%	18%	99%	18%	29%	17%	93%	27%	28%	28%	30.7%		
35. Victory Blvd & Variel Ave	--	20%	--	16%	--	16%	--	20%	18%	18%	19.2%		
36. Victory Blvd & De Soto Ave	4%	15%	12%	16%	12%	12%	4%	19%	11%	11%	12.5%		
37. Erwin St & Owensmouth Ave	46%	--	-16%	--	-16%	--	46%	--	10%	10%	10.4%		
38. Erwin St & Canoga Ave	91%	--	102%	--	102%	--	91%	--	98%	98%	106.0%		
39. Oxnard St & Owensmouth Ave	41%	18%	21%	49%	-13%	28%	22%	56%	27%	27%	29.2%		
40. Oxnard St & Canoga Ave	91%	23%	6%	23%	102%	17%	-10%	22%	24%	24%	26.1%		
41. Oxnard & De Soto Ave	4%	383%	16%	17%	12%	145%	19%	23%	25%	25%	27.3%		
42. Lassen St & Busway A	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
43. Lassen St & Busway B	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
44. Lassen St & Busway C	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
45. Canoga Ave & Busway	9%	--	83%	--	83%	--	9%	--	32%	32%	34.4%		
46. Canoga Ave & MOL	7%	--	16%	--	16%	--	7%	--	12%	12%	13.3%		

Statistical Outliers, not utilized to calculate average

AM 2007 TURNING MOVEMENT COUNTS - AUTOS

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	132	1392	77	271	568	118	143	1785	626	71	253	129
2. Devonshire St & Topanga Canyon Blvd	54	1193	112	210	469	50	116	1690	66	149	417	133
3. Devonshire St & Owensmouth Ave	62	115	236	15	643	49	160	276	17	298	747	50
4. Devonshire St & Depot Rd	1	3	6	2	1064	11	0	2	0	1	1061	10
5. Devonshire St & Canoga Ave	114	105	287	57	704	165	146	330	160	165	758	120
6. Devonshire St & De Soto Ave	186	1174	132	262	884	110	104	1545	98	240	768	86
7. Lassen St & Topanga Canyon Blvd	33	1283	226	75	462	34	58	1866	12	519	123	36
8 Lassen St & Owensmouth Ave	59	297	246	13	533	124	52	532	21	340	622	61
9. Lassen St & Depot Rd	7	1	17	47	734	13	25	0	20	9	755	37
10.Lassen St & De Soto Ave	120	1229	102	100	771	109	132	1692	200	159	748	95
11. Marilla St & Owensmouth Ave	30	311	19	42	126	22	436	375	115	7	91	298
12. Plummer St & Owensmouth Ave	33	291	20	55	124	20	26	268	54	42	119	37
13. Plummer St & Canoga Ave	173	614	0	14	0	163	0	524	58	0	0	0
14. Nordhoff St & Owensmouth Ave	41	176	98	50	650	35	65	225	30	120	587	110
15. Nordhoff St & Canoga Ave	104	612	140	31	758	88	156	570	4	246	642	99
16. Nordhoff St & De Soto Ave	60	1159	102	264	722	51	101	1690	325	101	702	55
17. Parthenia St & Owensmouth Ave	8	194	205	33	342	20	74	249	64	194	447	88
18. Parthenia St & Canoga Ave	23	567	150	77	507	94	66	845	11	291	647	237
19. Parthenia St & De Soto Ave	36	1081	77	61	659	25	199	1412	94	76	1154	117
20. Roscoe Blvd & Owensmouth Ave	31	134	100	111	914	56	69	286	130	96	971	40
21. Roscoe Blvd & Canoga Ave	75	620	84	129	901	41	65	1113	84	134	966	102
22. Roscoe Blvd & De Soto Ave	51	808	38	311	530	19	68	1268	146	106	835	39
23. Saticoy St & Owensmouth Ave	41	145	50	47	1061	47	53	355	46	167	1061	65
24. Saticoy St & Canoga Ave	104	649	83	108	886	174	110	1100	74	139	1085	144
25. Saticoy St & De Soto Ave	120	743	143	131	937	94	94	1266	154	162	1285	64
26. Valerio St. & Canoga Ave.	32	728	20	34	81	23	51	1312	25	91	212	102
27. Sherman Way & Owensmouth Ave	66	134	105	46	929	86	52	508	36	308	1218	28
28. Sherman Way & Canoga Ave	49	702	98	66	982	41	110	1101	126	152	1327	117
29. Sherman Way & De Soto Ave	73	898	147	106	1053	66	117	1246	161	185	1503	132
30. Vanowen St & Owensmouth Ave	53	167	123	80	848	89	85	658	99	168	718	83
31. Vanowen St & Canoga Ave	37	703	55	53	753	71	77	945	60	194	850	134
32 Vanowen St & De Soto Ave	47	912	111	78	932	53	127	1428	187	212	983	130
33. Victory Blvd & Owensmouth Ave	32	190	57	26	1109	100	141	710	74	216	770	80
34. Victory Blvd & Canoga Ave	100	714	109	76	654	185	186	1051	76	243	978	147
35. Victory Blvd & Variel Ave	112	0	290	0	1144	39	0	0	0	64	955	0
36. Victory Blvd & De Soto Ave	67	884	160	69	983	47	99	1446	172	495	1328	82
37. Erwin St & Owensmouth Ave	17	279	35	124	504	63	105	680	103	43	189	94
38. Erwin St & Canoga Ave	120	998	66	73	273	144	56	1100	148	47	136	72
39. Oxnard St & Owensmouth Ave	22	187	60	81	597	172	90	749	80	170	371	61
40. Oxnard St & Canoga Ave	122	1029	65	80	365	107	105	1000	162	84	394	64
41. Oxnard & De Soto Ave	147	1106	78	89	365	133	88	1889	135	105	394	71
42. Lassen St & Busway A	0	0	0	0	831	0	0	0	0	0	782	0
43. Lassen St & Busway B	0	0	0	0	831	0	0	0	0	0	782	0
44. Lassen St & Busway C	0	0	0	0	831	0	0	0	0	0	782	0
45. Canoga Ave & Busway	0	628	0	0	0	0	0	582	0	0	0	0
46. Canoga Ave & MOL	0	937	12	0	0	0	0	1313	0	12	0	0

AM 2006 TURNING MOVEMENT COUNTS - TRUCKS

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	30	2285	35	384	289	46	100	1585	218	90	170	346
2. Devonshire St & Topanga Canyon Blvd	46	2203	307	136	322	27	168	1284	87	319	271	319
3. Devonshire St & Owensmouth Ave	113	526	267	16	734	34	90	92	27	131	974	134
4. Devonshire St & Depot Rd	18	2	75	64	872	27	11	2	60	21	992	17
5. Devonshire St & Canoga Ave	128	332	252	119	760	101	140	103	133	73	822	100
6. Devonshire St & De Soto Ave	121	1828	158	265	787	82	186	1159	181	114	746	142
7. Lassen St & Topanga Canyon Blvd	84	2127	254	76	301	41	144	1585	26	337	275	149
8 Lassen St & Owensmouth Ave	112	735	384	39	567	148	180	271	59	308	592	127
9. Lassen St & Depot Rd	52	0	12	41	1117	15	27	0	71	19	1230	55
10.Lassen St & De Soto Ave	157	1879	194	165	904	94	81	1273	91	99	599	94
11. Marilla St & Owensmouth Ave	23	676	21	94	118	17	250	322	27	7	258	576
12. Plummer St & Owensmouth Ave	19	594	32	22	138	32	80	240	13	9	191	52
13. Plummer St & Canoga Ave	166	877	0	70	0	149	0	866	116	0	0	0
14. Nordhoff St & Owensmouth Ave	35	197	68	22	965	34	122	167	48	128	758	110
15. Nordhoff St & Canoga Ave	107	730	197	166	945	121	105	873	85	130	724	113
16. Nordhoff St & De Soto Ave	86	1739	75	261	805	142	90	1167	307	149	597	176
17. Parthenia St & Owensmouth Ave	13	216	162	27	402	11	63	185	20	134	396	49
18. Parthenia St & Canoga Ave	52	956	250	21	488	49	110	944	43	167	551	81
19. Parthenia St & De Soto Ave	61	1642	103	170	624	55	117	1256	73	90	619	59
20. Roscoe Blvd & Owensmouth Ave	58	281	143	55	1028	62	58	244	50	116	807	82
21. Roscoe Blvd & Canoga Ave	48	1056	171	89	1038	111	129	920	81	134	821	107
22. Roscoe Blvd & De Soto Ave	132	1380	112	189	1058	15	158	1103	87	61	844	96
23. Saticoy St & Owensmouth Ave	26	420	38	48	1185	13	100	268	43	70	894	42
24. Saticoy St & Canoga Ave	102	1110	210	161	1127	58	119	952	157	146	816	192
25. Saticoy St & De Soto Ave	89	1421	174	160	1261	74	122	991	149	104	731	77
26. Valerio St. & Canoga Ave.	22	1255	34	74	111	18	80	1108	14	51	58	58
27. Sherman Way & Owensmouth Ave	85	368	163	63	1192	43	64	280	39	153	1017	47
28. Sherman Way & Canoga Ave	71	1120	161	62	1356	66	85	832	65	72	1132	83
29. Sherman Way & De Soto Ave	103	1458	196	166	1288	130	101	957	122	147	1030	113
30. Vanowen St & Owensmouth Ave	65	495	176	97	1255	75	65	490	56	173	1084	98
31. Vanowen St & Canoga Ave	103	1085	262	113	1096	61	127	861	97	83	754	109
32 Vanowen St & De Soto Ave	59	1485	125	147	1237	82	109	939	197	114	767	151
33. Victory Blvd & Owensmouth Ave	180	587	84	79	1140	93	184	440	143	126	1064	136
34. Victory Blvd & Canoga Ave	221	1174	245	131	1020	40	90	886	120	181	1052	101
35. Victory Blvd & Variel Ave	181	0	472	0	1332	62	0	0	0	90	1119	0
36. Victory Blvd & De Soto Ave	58	1286	451	342	1132	136	101	810	184	206	926	108
37. Erwin St & Owensmouth Ave	68	701	64	119	266	26	100	577	261	41	391	99
38. Erwin St & Canoga Ave	234	1428	88	119	232	192	60	1111	135	77	241	74
39. Oxnard St & Owensmouth Ave	251	725	184	69	450	55	113	473	150	86	649	121
40. Oxnard St & Canoga Ave	172	1352	114	156	403	188	93	1020	150	124	392	123
41. Oxnard & De Soto Ave	90	1602	173	233	509	152	47	1157	145	36	168	35
42. Lassen St & Busway A	0	0	0	0	1131	0	0	0	0	0	1353	0
43. Lassen St & Busway B	0	0	0	0	1131	0	0	0	0	0	1353	0
44. Lassen St & Busway C	0	0	0	0	1131	0	0	0	0	0	1353	0
45. Canoga Ave & Busway	0	947	0	0	0	0	0	982	0	0	0	0
46. Canoga Ave & MOL	0	1406	14	0	0	0	0	1096	0	14	0	0

AM 2030 TURNING MOVEMENT COUNTS (Existing Turning Movement Count X 1.043 per yea)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1726	95	336	704	146	177	2213	776	88	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1479	139	260	582	62	144	2096	82	185	517	165
3. Devonshire St & Owensmouth Ave	77	143	293	19	797	61	198	342	21	370	926	62
4. Devonshire St & Depot Rd	1	4	7	2	1319	14	0	2	0	1	1316	12
5. Devonshire St & Canoga Ave	141	130	356	71	873	205	181	409	198	205	940	149
6. Devonshire St & De Soto Ave	231	1456	164	325	1096	136	129	1916	122	298	952	107
7. Lassen St & Topanga Canyon Blvd	41	1591	280	93	573	42	72	2314	15	644	153	45
8 Lassen St & Owensmouth Ave	73	368	305	16	661	154	64	660	26	422	771	76
9. Lassen St & Depot Rd	9	1	21	58	910	16	31	0	25	11	936	46
10.Lassen St & De Soto Ave	149	1524	126	124	956	135	164	2098	248	197	928	118
11. Marilla St & Owensmouth Ave	37	386	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	68	154	25	32	332	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	62	806	43	81	279	37	149	728	136
15. Nordhoff St & Canoga Ave	129	759	174	38	940	109	193	707	5	305	796	123
16. Nordhoff St & De Soto Ave	74	1437	126	327	895	63	125	2096	403	125	870	68
17. Parthenia St & Owensmouth Ave	10	241	254	41	424	25	92	309	79	241	554	109
18. Parthenia St & Canoga Ave	29	703	186	95	629	117	82	1048	14	361	802	294
19. Parthenia St & De Soto Ave	45	1340	95	76	817	31	247	1751	117	94	1431	145
20. Roscoe Blvd & Owensmouth Ave	38	166	124	138	1133	69	86	355	161	119	1204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1117	51	81	1380	104	166	1198	126
22. Roscoe Blvd & De Soto Ave	63	1002	47	386	657	24	84	1572	181	131	1035	48
23. Saticoy St & Owensmouth Ave	51	180	62	58	1316	58	66	440	57	207	1316	81
24. Saticoy St & Canoga Ave	129	805	103	134	1099	216	136	1364	92	172	1345	179
25. Saticoy St & De Soto Ave	149	921	177	162	1162	117	117	1570	191	201	1593	79
26. Valerio St. & Canoga Ave.	40	903	25	42	100	29	63	1627	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1152	107	64	630	45	382	1510	35
28. Sherman Way & Canoga Ave	61	870	122	82	1218	51	136	1365	156	188	1645	145
29. Sherman Way & De Soto Ave	91	1114	182	131	1306	82	145	1545	200	229	1864	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1172	74	241	1054	166
32 Vanowen St & De Soto Ave	58	1131	138	97	1156	66	157	1771	232	263	1219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	885	135	94	811	229	231	1303	94	301	1213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1419	48	0	0	0	79	1184	0
36. Victory Blvd & De Soto Ave	83	1096	198	86	1219	58	123	1793	213	614	1647	102
37. Erwin St & Owensmouth Ave	21	346	43	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1238	82	91	339	179	69	1364	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	76
40. Oxnard St & Canoga Ave	151	1276	81	99	453	133	130	1240	201	104	489	79
41. Oxnard & De Soto Ave	182	1371	97	110	453	165	109	2342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1162	15	0	0	0	0	1628	0	15	0	0

PM 2030 TURNING MOVEMENT COUNTS (Existing Turning Movement Count X 1.087 per yea)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2856	44	480	361	58	125	1981	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2754	384	170	403	34	210	1605	109	399	339	399
3. Devonshire St & Owensmouth Ave	141	658	334	20	918	43	113	115	34	164	1218	168
4. Devonshire St & Depot Rd	23	3	94	80	1090	34	14	3	75	26	1240	21
5. Devonshire St & Canoga Ave	160	415	315	149	950	126	175	129	166	91	1028	125
6. Devonshire St & De Soto Ave	151	2285	198	331	984	103	233	1449	226	143	933	178
7. Lassen St & Topanga Canyon Blvd	105	2659	318	95	376	51	180	1981	33	421	344	186
8 Lassen St & Owensmouth Ave	140	919	480	49	709	185	225	339	74	385	740	159
9. Lassen St & Depot Rd	65	0	15	51	1396	19	34	0	89	24	1538	69
10.Lassen St & De Soto Ave	196	2349	243	206	1130	118	101	1591	114	124	749	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	403	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	300	16	11	239	65
13. Plummer St & Canoga Ave	208	1096	0	88	0	186	0	1083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1206	43	153	209	60	160	948	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1181	151	131	1091	106	163	905	141
16. Nordhoff St & De Soto Ave	108	2174	94	326	1006	178	113	1459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	503	14	79	231	25	168	495	61
18. Parthenia St & Canoga Ave	65	1195	313	26	610	61	138	1180	54	209	689	101
19. Parthenia St & De Soto Ave	76	2053	129	213	780	69	146	1570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1285	78	73	305	63	145	1009	103
21. Roscoe Blvd & Canoga Ave	60	1320	214	111	1298	139	161	1150	101	168	1026	134
22. Roscoe Blvd & De Soto Ave	165	1725	140	236	1323	19	198	1379	109	76	1055	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1481	16	125	335	54	88	1118	53
24. Saticoy St & Canoga Ave	128	1388	263	201	1409	73	149	1190	196	183	1020	240
25. Saticoy St & De Soto Ave	111	1776	218	200	1576	93	153	1239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1569	43	93	139	23	100	1385	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1490	54	80	350	49	191	1271	59
28. Sherman Way & Canoga Ave	89	1400	201	78	1695	83	106	1040	81	90	1415	104
29. Sherman Way & De Soto Ave	129	1823	245	208	1610	163	126	1196	153	184	1288	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1569	94	81	613	70	216	1355	123
31. Vanowen St & Canoga Ave	129	1356	328	141	1370	76	159	1076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1856	156	184	1546	103	136	1174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1425	116	230	550	179	158	1330	170
34. Victory Blvd & Canoga Ave	276	1468	306	164	1275	50	113	1108	150	226	1315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1665	78	0	0	0	113	1399	0
36. Victory Blvd & De Soto Ave	73	1608	564	428	1415	170	126	1013	230	258	1158	135
37. Erwin St & Owensmouth Ave	85	876	80	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1785	110	149	290	240	75	1389	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	151
40. Oxnard St & Canoga Ave	215	1690	143	195	504	235	116	1275	188	155	490	154
41. Oxnard & De Soto Ave	113	2003	216	291	636	190	59	1446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1414	0	0	0	0	0	1691	0
43. Lassen St & Busway B	0	0	0	0	1414	0	0	0	0	0	1691	0
44. Lassen St & Busway C	0	0	0	0	1414	0	0	0	0	0	1691	0
45. Canoga Ave & Busway	0	1184	0	0	0	0	0	1228	0	0	0	0
46. Canoga Ave & MOL	0	1758	18	0	0	0	0	1370	0	18	0	0

Canoga Transportation Corridor EIR
Transportation Appendix

Alternative 2
Future Volume Development

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Alternative 2 TSM
Future Volume Development

2030 PEAK HOUR PCE BUS (LOCAL 246) TRIPS

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd			20							20		
8 Lassen St & Owensmouth Ave				20					20			
9. Lassen St & Depot Rd												
10.Lassen St & De Soto Ave							20					20
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave		20						20				
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave		20						20				
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave		20						20				
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave		20						20				
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave		20						20				
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave		20						20				
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave		20						20				
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave		20						20				
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave		20						20				
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave			20									
37. Erwin St & Owensmouth Ave				20				20				
38. Erwin St & Canoga Ave												20
39. Oxnard St & Owensmouth Ave									20			
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave					20						20	
42. Lassen St & Busway A					20						20	
43. Lassen St & Busway B					20						20	
44. Lassen St & Busway C		20						20				
45. Canoga Ave & Busway		20						20				
46. Canoga Ave & MOL		20						20				

Assumptions

Headways	6
buses per direction in an hour	10
pce factor	2
pce per direction in an hour	20

Alternative 2 TSM
Future Volume Development

2030 AM WITH PROJ VOLUMES (NO PROJECT + BUS TRIPS)

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	67	1,479	139	260	582	62	144	2,096	82	185	517	165
2. Devonshire St & Topanga Canyon Blvd	77	143	293	19	797	61	198	342	21	370	926	62
3. Devonshire St & Owensmouth Ave	1	4	7	2	1,319	14	0	2	0	1	1,316	12
4. Devonshire St & Depot Rd	141	130	356	71	873	205	181	409	198	205	940	149
5. Devonshire St & Canoga Ave	231	1,456	164	325	1,096	136	129	1,916	122	298	952	107
6. Devonshire St & De Soto Ave	41	1,591	280	93	573	42	72	2,314	15	644	153	45
7. Lassen St & Topanga Canyon Blvd	73	368	325	16	661	154	64	660	26	442	771	76
8 Lassen St & Owensmouth Ave	9	1	21	78	910	16	31	0	45	11	936	46
9. Lassen St & Depot Rd	149	1,524	126	124	956	135	164	2,098	248	197	928	118
10.Lassen St & De Soto Ave	37	386	24	52	156	27	561	465	143	9	113	390
11. Marilla St & Owensmouth Ave	41	361	25	68	154	25	32	332	67	52	148	46
12. Plummer St & Owensmouth Ave	215	781	0	17	0	202	0	670	72	0	0	0
13. Plummer St & Canoga Ave	51	218	122	62	806	43	81	279	37	149	728	136
14. Nordhoff St & Owensmouth Ave	129	779	174	38	940	109	193	727	5	305	796	123
15. Nordhoff St & Canoga Ave	74	1,437	126	327	895	63	125	2,096	403	125	870	68
16. Nordhoff St & De Soto Ave	10	241	254	41	424	25	92	309	79	241	554	109
17. Parthenia St & Owensmouth Ave	29	723	186	95	629	117	82	1,068	14	361	802	294
18. Parthenia St & Canoga Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,431	145
19. Parthenia St & De Soto Ave	38	166	124	138	1,133	69	86	355	161	119	1,204	50
20. Roscoe Blvd & Owensmouth Ave	93	789	104	160	1,117	51	81	1,400	104	166	1,198	126
21. Roscoe Blvd & Canoga Ave	63	1,002	47	386	657	24	84	1,572	181	131	1,035	48
22. Roscoe Blvd & De Soto Ave	51	180	62	58	1,316	58	66	440	57	207	1,316	81
23. Saticoy St & Owensmouth Ave	129	825	103	134	1,099	216	136	1,384	92	172	1,345	179
24. Saticoy St & Canoga Ave	149	921	177	162	1,162	117	117	1,570	191	201	1,593	79
25. Saticoy St & De Soto Ave	40	923	25	42	100	29	63	1,647	31	113	263	126
26. Valerio St. & Canoga Ave.	82	166	130	57	1,152	107	64	630	45	382	1,510	35
27. Sherman Way & Owensmouth Ave	61	890	122	82	1,218	51	136	1,385	156	188	1,645	145
28. Sherman Way & Canoga Ave	91	1,114	182	131	1,306	82	145	1,545	200	229	1,864	164
29. Sherman Way & De Soto Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
30. Vanowen St & Owensmouth Ave	46	892	68	66	934	88	95	1,192	74	241	1,054	166
31. Vanowen St & Canoga Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
32 Vanowen St & De Soto Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
33. Victory Blvd & Owensmouth Ave	124	905	135	94	811	229	231	1,323	94	301	1,213	182
34. Victory Blvd & Canoga Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
35. Victory Blvd & Variel Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
36. Victory Blvd & De Soto Ave	21	346	63	154	625	78	130	843	128	53	234	117
37. Erwin St & Owensmouth Ave	149	1,238	82	111	339	179	69	1,384	184	58	169	89
38. Erwin St & Canoga Ave	27	232	74	100	740	213	112	929	99	211	460	96
39. Oxnard St & Owensmouth Ave	151	1,276	81	99	453	133	130	1,240	221	104	489	79
40. Oxnard St & Canoga Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
41. Oxnard & De Soto Ave	0	0	0	0	1,050	0	0	0	0	0	990	0
42. Lassen St & Busway A	0	0	0	0	1,050	0	0	0	0	0	990	0
43. Lassen St & Busway B	0	0	0	0	1,050	0	0	0	0	0	990	0
44. Lassen St & Busway C	0	799	0	0	0	0	0	742	0	0	0	0
45. Canoga Ave & Busway	0	1,182	15	0	0	0	0	1,648	0	15	0	0
46. Canoga Ave & MOL	0	20	0	0	0	0	0	20	0	0	0	0

2030 PM WITH PROJ VOLUMES (NO PROJECT +BUS TRIPS)

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
TOTAL	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,856	44	480	361	58	125	1,981	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	210	1,605	109	399	339	399
3. Devonshire St & Owensmouth Ave	141	658	334	20	918	43	113	115	34	164	1,218	168
4. Devonshire St & Depot Rd	23	3	94	80	1,090	34	14	3	75	26	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	950	126	175	129	166	91	1,028	125
6. Devonshire St & De Soto Ave	151	2,285	198	331	984	103	233	1,449	226	143	933	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	338	95	376	51	180	1,981	33	441	344	186
8 Lassen St & Owensmouth Ave	140	919	480	69	709	185	225	339	94	385	740	159
9. Lassen St & Depot Rd	65	0	15	51	1,396	19	34	0	89	24	1,538	69
10.Lassen St & De Soto Ave	196	2,349	243	206	1,130	118	121	1,591	114	124	749	138
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	403	34	9	323	720
12. Plummer St & Owensmouth Ave	24	763	40	28	173	40	100	320	16	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	266	85	28	1,206	43	153	229	60	160	948	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,181	151	131	1,091	106	163	905	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	113	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	290	203	34	503	14	79	251	25	168	495	61
18. Parthenia St & Canoga Ave	65	1,195	313	26	610	61	138	1,180	54	209	689	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	780	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	371	179	69	1,285	78	73	325	63	145	1,009	103
21. Roscoe Blvd & Canoga Ave	60	1,320	214	111	1,298	139	161	1,150	101	168	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	236	1,323	19	198	1,379	109	76	1,055	120
23. Saticoy St & Owensmouth Ave	33	545	48	60	1,481	16	125	355	54	88	1,118	53
24. Saticoy St & Canoga Ave	128	1,388	263	201	1,409	73	149	1,190	196	183	1,020	240
25. Saticoy St & De Soto Ave	111	1,796	218	200	1,576	93	153	1,259	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,569	43	93	139	23	100	1,385	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	480	204	79	1,490	54	80	370	49	191	1,271	59
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,695	83	106	1,040	81	90	1,415	104
29. Sherman Way & De Soto Ave	129	1,823	245	208	1,610	163	126	1,196	153	184	1,288	141
30. Vanowen St & Owensmouth Ave	81	639	220	121	1,569	94	81	633	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	754	105	99	1,425	116	230	570	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,468	306	164	1,275	50	113	1,108	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	584	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	80	169	333	33	125	741	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	149	290	240	75	1,389	169	96	301	113
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	208	108	811	151
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	188	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	656	190	59	1,446	181	45	230	44
42. Lassen St & Busway A	0	0	0	0	1,434	0	0	0	0	0	1,711	0
43. Lassen St & Busway B	0	0	0	0	1,434	0	0	0	0	0	1,711	0
44. Lassen St & Busway C	0	20	0	0	1,414	0	0	20	0	0	1,691	0
45. Canoga Ave & Busway	0	1,204	0	0	0	0	0	1,248	0	0	0	0
46. Canoga Ave & MOL	0	1,778	18	0	0	0	0	1,390	0	18	0	0

Canoga Transportation Corridor EIR
Transportation Appendix

Alternative 3
Future Volume Development

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Alternative 3
Future Volume Development

2030 PARK AND RIDE AUTO DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								7.9		0.5		
2. Devonshire St & Topanga Canyon Blvd					1.6		2.6					
3. Devonshire St & Owensmouth Ave					4.2		0.5					
4. Devonshire St & Depot Rd						4.8				20.6		
5. Devonshire St & Canoga Ave									0.5		20.1	
6. Devonshire St & De Soto Ave	3.7								8.5		7.9	
7. Lassen St & Topanga Canyon Blvd			7.9		8.5		1.6					
8 Lassen St & Owensmouth Ave			1.1		18.0		0.5					
9. Lassen St & Depot Rd				19.6								7.4
10.Lassen St & De Soto Ave	3.2								0.5		3.7	
11. Marilla St & Owensmouth Ave		1.1										
12. Plummer St & Owensmouth Ave		0.5		0.5								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.5								
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												1.1
17. Parthenia St & Owensmouth Ave			0.5				0.5					
18. Parthenia St & Canoga Ave						0.9				1.4		
19. Parthenia St & De Soto Ave	0.5										0.9	
20. Roscoe Blvd & Owensmouth Ave			1.4		2.4		0.9					
21. Roscoe Blvd & Canoga Ave						4.7		2.4		7.1		
22. Roscoe Blvd & De Soto Ave	1.4								0.9		4.7	
23. Saticoy St & Owensmouth Ave			1.4		2.4		0.9					
24. Saticoy St & Canoga Ave						4.7		14.1		4.7		
25. Saticoy St & De Soto Ave	1.4								0.9		2.4	
26. Valerio St. & Canoga Ave.								23.6				
27. Sherman Way & Owensmouth Ave					9.4		2.4					
28. Sherman Way & Canoga Ave					11.8			23.6				
29. Sherman Way & De Soto Ave	0.9								1.4		9.4	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 3
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Intbound %s)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave								3.9		0.3		
2. Devonshire St & Topanga Canyon Blvd					0.8		1.3					
3. Devonshire St & Owensmouth Ave					2.1		0.3					
4. Devonshire St & Depot Rd						2.4				10.2		
5. Devonshire St & Canoga Ave									0.3		9.9	
6. Devonshire St & De Soto Ave	1.8								4.2		3.9	
7. Lassen St & Topanga Canyon Blvd			3.9		4.2		0.8					
8 Lassen St & Owensmouth Ave			0.5		8.9		0.3					
9. Lassen St & Depot Rd				9.7								3.7
10.Lassen St & De Soto Ave	1.6								0.3		1.8	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.3	2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave					2.6							
18. Parthenia St & Canoga Ave					2.6							
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave					4.8							
21. Roscoe Blvd & Canoga Ave					4.8					4.8		
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave					4.7							
24. Saticoy St & Canoga Ave						4.7	10.0					
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.								4.7				
27. Sherman Way & Owensmouth Ave					14.0							
28. Sherman Way & Canoga Ave					14.0		4.7					
29. Sherman Way & De Soto Ave									2.3		2.3	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 3
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3.9	0.3									
2. Devonshire St & Topanga Canyon Blvd											0.8	1.3
3. Devonshire St & Owensmouth Ave											2.1	0.3
4. Devonshire St & Depot Rd	2.4		10.2									
5. Devonshire St & Canoga Ave				0.3	9.9							
6. Devonshire St & De Soto Ave				4.2	3.9	1.8						
7. Lassen St & Topanga Canyon Blvd										3.9	4.2	0.8
8 Lassen St & Owensmouth Ave										0.5	8.9	0.3
9. Lassen St & Depot Rd							3.7		9.7			
10.Lassen St & De Soto Ave				0.3	1.8	1.6						
11. Marilla St & Owensmouth Ave								0.5				
12. Plummer St & Owensmouth Ave								0.3	0.3			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.3		2.6	
15. Nordhoff St & Canoga Ave											2.6	
16. Nordhoff St & De Soto Ave							0.5					
17. Parthenia St & Owensmouth Ave											2.6	
18. Parthenia St & Canoga Ave											2.6	
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8						
23. Saticoy St & Owensmouth Ave											14.7	
24. Saticoy St & Canoga Ave	4.7										10.0	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		4.7										
27. Sherman Way & Owensmouth Ave											14.0	
28. Sherman Way & Canoga Ave											14.0	4.7
29. Sherman Way & De Soto Ave				2.3	2.3							
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 3
Future Volume Development

2030 AUTO PNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		7.9	0.5									
2. Devonshire St & Topanga Canyon Blvd											1.6	2.6
3. Devonshire St & Owensmouth Ave											4.2	0.5
4. Devonshire St & Depot Rd	4.8		20.6									
5. Devonshire St & Canoga Ave				0.5	20.1							
6. Devonshire St & De Soto Ave				8.5	7.9	3.7						
7. Lassen St & Topanga Canyon Blvd										7.9	8.5	1.6
8 Lassen St & Owensmouth Ave										1.1	18.0	0.5
9. Lassen St & Depot Rd							7.4		19.6			
10.Lassen St & De Soto Ave				0.5	3.7	3.2						
11. Marilla St & Owensmouth Ave								1.1				
12. Plummer St & Owensmouth Ave								0.5	0.5			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.5			
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave							1.1					
17. Parthenia St & Owensmouth Ave										0.5		0.5
18. Parthenia St & Canoga Ave	0.9		1.4									
19. Parthenia St & De Soto Ave					0.9	0.5						
20. Roscoe Blvd & Owensmouth Ave										1.4	2.4	0.9
21. Roscoe Blvd & Canoga Ave	4.7	2.4	7.1									
22. Roscoe Blvd & De Soto Ave				0.9	4.7	1.4						
23. Saticoy St & Owensmouth Ave										1.4	2.4	0.9
24. Saticoy St & Canoga Ave	4.7	14.1	4.7									
25. Saticoy St & De Soto Ave				0.9	2.4	1.4						
26. Valerio St. & Canoga Ave.		23.6										
27. Sherman Way & Owensmouth Ave											9.4	2.4
28. Sherman Way & Canoga Ave		23.6									11.8	
29. Sherman Way & De Soto Ave				1.4	9.4	0.9						
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 3
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								3.9		0.3		
2. Devonshire St & Topanga Canyon Blvd					0.8		1.3					
3. Devonshire St & Owensmouth Ave					2.1		0.3					
4. Devonshire St & Depot Rd						2.4				10.2		
5. Devonshire St & Canoga Ave									0.3		9.9	
6. Devonshire St & De Soto Ave	1.8								4.2		3.9	
7. Lassen St & Topanga Canyon Blvd			3.9		4.2		0.8					
8 Lassen St & Owensmouth Ave			0.5		8.9		0.3					
9. Lassen St & Depot Rd				9.7								3.7
10.Lassen St & De Soto Ave	1.6								0.3		1.8	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.3	2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave					2.6							
18. Parthenia St & Canoga Ave					2.6							
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave					4.8							
21. Roscoe Blvd & Canoga Ave					4.8					4.8		
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave					4.7							
24. Saticoy St & Canoga Ave						4.7	10.0					
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.								4.7				
27. Sherman Way & Owensmouth Ave					14.0							
28. Sherman Way & Canoga Ave					14.0		4.7					
29. Sherman Way & De Soto Ave									2.3		2.3	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 3
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3.9	0.3									
2. Devonshire St & Topanga Canyon Blvd											0.8	1.3
3. Devonshire St & Owensmouth Ave											2.1	0.3
4. Devonshire St & Depot Rd	2.4		10.2									
5. Devonshire St & Canoga Ave				0.3	9.9							
6. Devonshire St & De Soto Ave				4.2	3.9	1.8						
7. Lassen St & Topanga Canyon Blvd										3.9	4.2	0.8
8 Lassen St & Owensmouth Ave										0.5	8.9	0.3
9. Lassen St & Depot Rd							3.7		9.7			
10.Lassen St & De Soto Ave				0.3	1.8	1.6						
11. Marilla St & Owensmouth Ave								0.5				
12. Plummer St & Owensmouth Ave								0.3	0.3			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.3		2.6	
15. Nordhoff St & Canoga Ave											2.6	
16. Nordhoff St & De Soto Ave							0.5					
17. Parthenia St & Owensmouth Ave											2.6	
18. Parthenia St & Canoga Ave											2.6	
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8						
23. Saticoy St & Owensmouth Ave											9.5	
24. Saticoy St & Canoga Ave	4.7										4.8	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		4.7										
27. Sherman Way & Owensmouth Ave											14.0	
28. Sherman Way & Canoga Ave											14.0	4.7
29. Sherman Way & De Soto Ave				2.3	2.3							
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 3
Future Volume Development

2030 AM PEAK HOUR PROJECT TRIPS (AUTOS)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3	0					9		1		
2. Devonshire St & Topanga Canyon Blvd					2		3				1	1
3. Devonshire St & Owensmouth Ave					5		1				1	0
4. Devonshire St & Depot Rd	2		7			5				23		
5. Devonshire St & Canoga Ave				0	7				1		23	
6. Devonshire St & De Soto Ave	4			3	3	1			10		9	
7. Lassen St & Topanga Canyon Blvd			9		10		2			3	3	1
8 Lassen St & Owensmouth Ave			1		20		1			0	6	0
9. Lassen St & Depot Rd				22			3		7			8
10.Lassen St & De Soto Ave	4			0	1	1			1		4	
11. Marilla St & Owensmouth Ave		1						0				
12. Plummer St & Owensmouth Ave		1		1				0	0			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				1	2				0		2	
15. Nordhoff St & Canoga Ave					2						2	
16. Nordhoff St & De Soto Ave							0					1
17. Parthenia St & Owensmouth Ave			0		2		0				2	
18. Parthenia St & Canoga Ave					2	1				1	2	
19. Parthenia St & De Soto Ave	0										1	
20. Roscoe Blvd & Owensmouth Ave			1		5		1					
21. Roscoe Blvd & Canoga Ave					3	4		2		9		
22. Roscoe Blvd & De Soto Ave	2			1	1	1			2		5	
23. Saticoy St & Owensmouth Ave			1		5		1				10	
24. Saticoy St & Canoga Ave	3					7	7	11		4	7	
25. Saticoy St & De Soto Ave	1								1		2	
26. Valerio St. & Canoga Ave.		3						22				
27. Sherman Way & Owensmouth Ave					17		2				10	
28. Sherman Way & Canoga Ave					19		3	19			10	3
29. Sherman Way & De Soto Ave	1			2	2				3		9	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

2030 PM PEAK HOUR PROJECT TRIPS (AUTOS)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		8	1					2		0		
2. Devonshire St & Topanga Canyon Blvd					0		1				2	3
3. Devonshire St & Owensmouth Ave					1		0				4	1
4. Devonshire St & Depot Rd	5		21			1				5		
5. Devonshire St & Canoga Ave				1	21				0		5	
6. Devonshire St & De Soto Ave	1			9	8	4			2		2	
7. Lassen St & Topanga Canyon Blvd			2		2		0			8	9	2
8 Lassen St & Owensmouth Ave			0		5		0			1	19	1
9. Lassen St & Depot Rd				5			8		20			2
10.Lassen St & De Soto Ave	1			1	4	3			0		1	
11. Marilla St & Owensmouth Ave		0						1				
12. Plummer St & Owensmouth Ave		0		0				1	1			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0	1				1		1	
15. Nordhoff St & Canoga Ave					1						1	
16. Nordhoff St & De Soto Ave							1					0
17. Parthenia St & Owensmouth Ave					1					0	1	0
18. Parthenia St & Canoga Ave	1		1		1						1	
19. Parthenia St & De Soto Ave					1	0						
20. Roscoe Blvd & Owensmouth Ave					2					1	2	1
21. Roscoe Blvd & Canoga Ave	4	2	6		2					2		
22. Roscoe Blvd & De Soto Ave	0			1	5	2			1		1	
23. Saticoy St & Owensmouth Ave					2						5	1
24. Saticoy St & Canoga Ave	2					2	5				2	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		2						2				
27. Sherman Way & Owensmouth Ave					7						7	2
28. Sherman Way & Canoga Ave					7		2				7	2
29. Sherman Way & De Soto Ave				1	1				1		1	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 1)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave			40							40		
9. Lassen St & Depot Rd				40					40			
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave							40					40
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A					40						40	
43. Lassen St & Busway B					40						40	
44. Lassen St & Busway C					40						40	
45. Canoga Ave & Busway		40						40				
46. Canoga Ave & MOL		20	20				20	20		20		20

Assumptions	
Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 2)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd				40					40			
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A			40							40		
43. Lassen St & Busway B					40						40	
44. Lassen St & Busway C					40						40	
45. Canoga Ave & Busway			40							40		
46. Canoga Ave & MOL		20	20				20	20		20		20

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 3)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B		40						40				
44. Lassen St & Busway C												
45. Canoga Ave & Busway										40		
46. Canoga Ave & MOL		20	20				20	20		20		20

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 AM WITH PROJ VOLUMES (option 1) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,222	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	14	2	1,319	19	0	2	0	25	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	963	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	131	298	961	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	289	93	582	42	74	2,314	15	646	155	45
8 Lassen St & Owensmouth Ave	73	368	346	16	681	154	65	660	26	462	777	76
9. Lassen St & Depot Rd	9	1	21	120	910	16	34	0	71	11	936	54
10.Lassen St & De Soto Ave	152	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	581	465	143	9	113	410
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,326	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,352	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,070	0	0	0	0	0	1,010	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	819	0	0	0	0	0	762	0	0	0	0
46. Canoga Ave & MOL	0	1,182	35	0	0	0	20	1,648	0	35	0	20

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,222	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	14	2	1,319	19	0	2	0	25	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	963	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	131	298	961	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	289	93	582	42	74	2,314	15	646	155	45
8 Lassen St & Owensmouth Ave	73	368	306	16	681	154	65	660	26	422	777	76
9. Lassen St & Depot Rd	9	1	21	120	910	16	34	0	71	11	936	54
10.Lassen St & De Soto Ave	152	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,326	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,352	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	40	0	1,030	0	0	0	0	40	970	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	40	0	0	0	0	722	0	40	0	0
46. Canoga Ave & MOL	0	1,182	35	0	0	0	20	1,648	0	35	0	20

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,222	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	14	2	1,319	19	0	2	0	25	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	963	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	131	298	961	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	289	93	582	42	74	2,314	15	646	155	45
8 Lassen St & Owensmouth Ave	73	368	306	16	681	154	65	660	26	422	777	76
9. Lassen St & Depot Rd	9	1	21	80	910	16	34	0	31	11	936	54
10.Lassen St & De Soto Ave	152	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,326	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,352	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	40	0	0	1,030	0	0	40	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	40	0	0
46. Canoga Ave & MOL	0	1,182	35	0	0	0	20	1,648	0	35	0	20

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 PM WITH PROJ VOLUMES (Option 1) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	340	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	27	3	115	80	1,090	35	14	3	75	31	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	971	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	340	992	106	233	1,449	228	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	378	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	520	49	713	185	225	339	74	426	759	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	41	0	149	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	353	404	34	9	323	760
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,454	0	0	0	0	0	1,731	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,224	0	0	0	0	0	1,268	0	0	0	0
46. Canoga Ave & MOL	0	1,778	38	0	0	0	20	1,390	0	38	0	20

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	340	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	27	3	115	80	1,090	35	14	3	75	31	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	971	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	340	992	106	233	1,449	228	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	378	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	713	185	225	339	74	386	759	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	41	0	149	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	40	0	1,414	0	0	0	0	40	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	40	0	0	0	0	1,228	0	40	0	0
46. Canoga Ave & MOL	0	1,778	38	0	0	0	20	1,390	0	38	0	20

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	340	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	27	3	115	80	1,090	35	14	3	75	31	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	971	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	340	992	106	233	1,449	228	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	378	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	713	185	225	339	74	386	759	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	41	0	109	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	40	0	0	1,414	0	0	40	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	40	0	0
46. Canoga Ave & MOL	0	1,778	38	0	0	0	20	1,390	0	38	0	20

Canoga Transportation Corridor EIR
Transportation Appendix

Alternative 4
Future Volume Development

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Alternative 4
Future Volume Development

2030 PARK AND RIDE AUTO DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								8.1		0.5		
2. Devonshire St & Topanga Canyon Blvd					1.6		2.7					
3. Devonshire St & Owensmouth Ave					4.3		0.5					
4. Devonshire St & Depot Rd						4.9				21.1		
5. Devonshire St & Canoga Ave									0.5		20.6	
6. Devonshire St & De Soto Ave	3.8								8.7		8.1	
7. Lassen St & Topanga Canyon Blvd			8.1		8.7		1.6					
8 Lassen St & Owensmouth Ave			1.1		18.4		0.5					
9. Lassen St & Depot Rd				20.1								7.6
10.Lassen St & De Soto Ave	3.3								0.5		3.8	
11. Marilla St & Owensmouth Ave		1.1										
12. Plummer St & Owensmouth Ave		0.5		0.5								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.5								
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												1.1
17. Parthenia St & Owensmouth Ave			0.5				0.5					
18. Parthenia St & Canoga Ave						0.9				1.4		
19. Parthenia St & De Soto Ave	0.5										0.9	
20. Roscoe Blvd & Owensmouth Ave			1.4		2.3		0.9					
21. Roscoe Blvd & Canoga Ave						4.6		2.3		6.9		
22. Roscoe Blvd & De Soto Ave	1.4								0.9		4.6	
23. Saticoy St & Owensmouth Ave			1.4		2.3		0.9					
24. Saticoy St & Canoga Ave						4.6		13.7		4.6		
25. Saticoy St & De Soto Ave	1.4								0.9		2.3	
26. Valerio St. & Canoga Ave.								22.9				
27. Sherman Way & Owensmouth Ave					9.2		2.3					
28. Sherman Way & Canoga Ave					11.4			22.9				
29. Sherman Way & De Soto Ave	0.9								1.4		9.2	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Intbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								4.1		0.3		
2. Devonshire St & Topanga Canyon Blvd					0.8		1.4					
3. Devonshire St & Owensmouth Ave					2.2		0.3					
4. Devonshire St & Depot Rd						2.4				10.6		
5. Devonshire St & Canoga Ave									0.3		10.3	
6. Devonshire St & De Soto Ave	1.9								4.3		4.1	
7. Lassen St & Topanga Canyon Blvd			4.1		4.3		0.8					
8 Lassen St & Owensmouth Ave			0.5		9.2		0.3					
9. Lassen St & Depot Rd				10.0								3.8
10.Lassen St & De Soto Ave	1.6								0.3		1.9	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.3	2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave					2.6							
18. Parthenia St & Canoga Ave					2.6							
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave					4.7							
21. Roscoe Blvd & Canoga Ave					4.7					4.7		
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave					4.6							
24. Saticoy St & Canoga Ave						4.6	9.9					
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.								4.6				
27. Sherman Way & Owensmouth Ave					13.7							
28. Sherman Way & Canoga Ave					13.7		4.6					
29. Sherman Way & De Soto Ave									2.3		2.3	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		4.1	0.3									
2. Devonshire St & Topanga Canyon Blvd											0.8	1.4
3. Devonshire St & Owensmouth Ave											2.2	0.3
4. Devonshire St & Depot Rd	2.4		10.6									
5. Devonshire St & Canoga Ave				0.3	10.3							
6. Devonshire St & De Soto Ave				4.3	4.1	1.9						
7. Lassen St & Topanga Canyon Blvd										4.1	4.3	0.8
8 Lassen St & Owensmouth Ave										0.5	9.2	0.3
9. Lassen St & Depot Rd							3.8		10.0			
10.Lassen St & De Soto Ave				0.3	1.9	1.6						
11. Marilla St & Owensmouth Ave								0.5				
12. Plummer St & Owensmouth Ave								0.3	0.3			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.3		2.6	
15. Nordhoff St & Canoga Ave											2.6	
16. Nordhoff St & De Soto Ave							0.5					
17. Parthenia St & Owensmouth Ave											2.6	
18. Parthenia St & Canoga Ave											2.6	
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8						
23. Saticoy St & Owensmouth Ave											9.3	
24. Saticoy St & Canoga Ave	4.6										4.7	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		4.6										
27. Sherman Way & Owensmouth Ave											13.7	
28. Sherman Way & Canoga Ave											13.7	4.6
29. Sherman Way & De Soto Ave				2.3	2.3							
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4
Future Volume Development

2030 AUTO PNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		8.1	0.5									
2. Devonshire St & Topanga Canyon Blvd											1.6	2.7
3. Devonshire St & Owensmouth Ave											4.3	0.5
4. Devonshire St & Depot Rd	4.9		21.1									
5. Devonshire St & Canoga Ave				0.5	20.6							
6. Devonshire St & De Soto Ave				8.7	8.1	3.8						
7. Lassen St & Topanga Canyon Blvd										8.1	8.7	1.6
8 Lassen St & Owensmouth Ave										1.1	18.4	0.5
9. Lassen St & Depot Rd							7.6		20.1			
10.Lassen St & De Soto Ave				0.5	3.8	3.3						
11. Marilla St & Owensmouth Ave								1.1				
12. Plummer St & Owensmouth Ave								0.5	0.5			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.5			
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave							1.1					
17. Parthenia St & Owensmouth Ave										0.5		0.5
18. Parthenia St & Canoga Ave	0.9		1.4									
19. Parthenia St & De Soto Ave					0.9	0.5						
20. Roscoe Blvd & Owensmouth Ave										1.4	2.3	0.9
21. Roscoe Blvd & Canoga Ave	4.6	2.3	6.9									
22. Roscoe Blvd & De Soto Ave				0.9	4.6	1.4						
23. Saticoy St & Owensmouth Ave										1.4	2.3	0.9
24. Saticoy St & Canoga Ave	4.6	13.7	4.6									
25. Saticoy St & De Soto Ave				0.9	2.3	1.4						
26. Valerio St. & Canoga Ave.		22.9										
27. Sherman Way & Owensmouth Ave											9.2	2.3
28. Sherman Way & Canoga Ave		22.9									11.4	
29. Sherman Way & De Soto Ave				1.4	9.2	0.9						
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								4.1		0.3		
2. Devonshire St & Topanga Canyon Blvd					0.8		1.4					
3. Devonshire St & Owensmouth Ave					2.2		0.3					
4. Devonshire St & Depot Rd						2.4				10.6		
5. Devonshire St & Canoga Ave									0.3		10.3	
6. Devonshire St & De Soto Ave	1.9								4.3		4.1	
7. Lassen St & Topanga Canyon Blvd			4.1		4.3		0.8					
8 Lassen St & Owensmouth Ave			0.5		9.2		0.3					
9. Lassen St & Depot Rd				10.0								3.8
10.Lassen St & De Soto Ave	1.6								0.3		1.9	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.3	2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave					2.6							
18. Parthenia St & Canoga Ave					2.6							
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave					4.7							
21. Roscoe Blvd & Canoga Ave					4.7					4.7		
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave					4.6							
24. Saticoy St & Canoga Ave						4.6	9.9					
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.								4.6				
27. Sherman Way & Owensmouth Ave					13.7							
28. Sherman Way & Canoga Ave					13.7		4.6					
29. Sherman Way & De Soto Ave									2.3		2.3	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4
Future Volume Development

2030 AUTO KNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		4.1	0.3									
2. Devonshire St & Topanga Canyon Blvd											0.8	1.4
3. Devonshire St & Owensmouth Ave											2.2	0.3
4. Devonshire St & Depot Rd	2.4		10.6									
5. Devonshire St & Canoga Ave				0.3	10.3							
6. Devonshire St & De Soto Ave				4.3	4.1	1.9						
7. Lassen St & Topanga Canyon Blvd										4.1	4.3	0.8
8 Lassen St & Owensmouth Ave										0.5	9.2	0.3
9. Lassen St & Depot Rd							3.8		10.0			
10.Lassen St & De Soto Ave				0.3	1.9	1.6						
11. Marilla St & Owensmouth Ave								0.5				
12. Plummer St & Owensmouth Ave								0.3	0.3			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.3		2.6	
15. Nordhoff St & Canoga Ave											2.6	
16. Nordhoff St & De Soto Ave							0.5					
17. Parthenia St & Owensmouth Ave											2.6	
18. Parthenia St & Canoga Ave											2.6	
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8						
23. Saticoy St & Owensmouth Ave											9.3	
24. Saticoy St & Canoga Ave	4.6										4.7	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		4.6										
27. Sherman Way & Owensmouth Ave											13.7	
28. Sherman Way & Canoga Ave											13.7	4.6
29. Sherman Way & De Soto Ave				2.3	2.3							
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4
Future Volume Development

2030 AM PEAK HOUR PROJECT TRIPS (AUTOS)

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
INTERSECTION	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3	0					10		1		
2. Devonshire St & Topanga Canyon Blvd					2		3				1	1
3. Devonshire St & Owensmouth Ave					5		1				2	0
4. Devonshire St & Depot Rd	2		8			6				25		
5. Devonshire St & Canoga Ave				0	7				1		24	
6. Devonshire St & De Soto Ave	4			3	3	1			10		10	
7. Lassen St & Topanga Canyon Blvd			10		10		2			3	3	1
8 Lassen St & Owensmouth Ave			1		22		1			0	7	0
9. Lassen St & Depot Rd				24			3		7			9
10.Lassen St & De Soto Ave	4			0	1	1			1		4	
11. Marilla St & Owensmouth Ave		1						0				
12. Plummer St & Owensmouth Ave		1		1				0	0			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				1	2				0		2	
15. Nordhoff St & Canoga Ave					2						2	
16. Nordhoff St & De Soto Ave							0					1
17. Parthenia St & Owensmouth Ave			0		2		0				2	
18. Parthenia St & Canoga Ave					2	1				1	2	
19. Parthenia St & De Soto Ave	0										1	
20. Roscoe Blvd & Owensmouth Ave			1		5		1					
21. Roscoe Blvd & Canoga Ave					3	4		2		9		
22. Roscoe Blvd & De Soto Ave	2			1	1	1			2		5	
23. Saticoy St & Owensmouth Ave			1		5		1				7	
24. Saticoy St & Canoga Ave	3					7	7	11		4	3	
25. Saticoy St & De Soto Ave	1								1		2	
26. Valerio St. & Canoga Ave.		3						22				
27. Sherman Way & Owensmouth Ave					17		2				10	
28. Sherman Way & Canoga Ave					19		3	19			10	3
29. Sherman Way & De Soto Ave	1			2	2				3		9	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4
Future Volume Development

2030 PM PEAK HOUR PROJECT TRIPS (AUTOS)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		9	1					2		0		
2. Devonshire St & Topanga Canyon Blvd					0		1				2	3
3. Devonshire St & Owensmouth Ave					1		0				5	1
4. Devonshire St & Depot Rd	5		23			1				6		
5. Devonshire St & Canoga Ave				1	22				0		5	
6. Devonshire St & De Soto Ave	1			9	9	4			2		2	
7. Lassen St & Topanga Canyon Blvd			2		2		0			9	9	2
8 Lassen St & Owensmouth Ave			0		5		0			1	20	1
9. Lassen St & Depot Rd				5			8		22			2
10.Lassen St & De Soto Ave	1			1	4	4			0		1	
11. Marilla St & Owensmouth Ave		0						1				
12. Plummer St & Owensmouth Ave		0		0				1	1			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0	1				1		1	
15. Nordhoff St & Canoga Ave					1						1	
16. Nordhoff St & De Soto Ave							1					0
17. Parthenia St & Owensmouth Ave					1					0	1	0
18. Parthenia St & Canoga Ave	1		1		1						1	
19. Parthenia St & De Soto Ave					1	0						
20. Roscoe Blvd & Owensmouth Ave					2					1	2	1
21. Roscoe Blvd & Canoga Ave	4	2	6		2					2		
22. Roscoe Blvd & De Soto Ave	0			1	5	2			1		1	
23. Saticoy St & Owensmouth Ave					2						5	1
24. Saticoy St & Canoga Ave	2					2	5				2	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		2						2				
27. Sherman Way & Owensmouth Ave					7						7	2
28. Sherman Way & Canoga Ave					7		2				7	2
29. Sherman Way & De Soto Ave				1	1				1		1	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 1)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave			40							40		
9. Lassen St & Depot Rd				40					40			
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave		40						40				
12. Plummer St & Owensmouth Ave							40					40
13. Plummer St & Canoga Ave					40						40	
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A					40						40	
43. Lassen St & Busway B					40						40	
44. Lassen St & Busway C					40						40	
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions	
Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 2)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd				40					40			
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A			40							40		
43. Lassen St & Busway B					40						40	
44. Lassen St & Busway C					40						40	
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions	
Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 2a)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave										40		
9. Lassen St & Depot Rd				40					40			
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave								40				
12. Plummer St & Owensmouth Ave							40					
13. Plummer St & Canoga Ave					40							
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A			40								40	
43. Lassen St & Busway B					40						40	
44. Lassen St & Busway C					40						40	
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions	
Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 3)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B		40						40				
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions	
Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 3a)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave										40		
9. Lassen St & Depot Rd												
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave								40				
12. Plummer St & Owensmouth Ave							40					
13. Plummer St & Canoga Ave					40							
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B		40							40			
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 4)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd		40						40				
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions	
Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS (option 4a)

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C		40						40				
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions	
Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 PEAK HOUR PCE BRT TRIPS

INTERSECTION	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

Alternative 4 Busway
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 1) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	346	16	683	154	65	660	26	462	778	76
9. Lassen St & Depot Rd	9	1	21	122	910	16	34	0	72	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	427	24	52	156	27	541	505	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	72	333	67	52	148	86
13. Plummer St & Canoga Ave	215	761	0	17	40	202	0	650	72	0	40	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,070	0	0	0	0	0	1,010	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

2030 AM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	122	910	16	34	0	72	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	885	135	94	811	229	231	1,303	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	40	0	1,030	0	0	0	0	40	970	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

Alternative 4 Busway
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 2a) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	462	778	76
9. Lassen St & Depot Rd	9	1	21	122	910	16	34	0	72	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	505	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	72	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	40	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	40	0	1,030	0	0	0	0	0	1,010	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

2030 AM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	40	0	0	1,030	0	0	40	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

Alternative 4 Busway
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 3a) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	462	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	505	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	72	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	40	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	40	0	0	1,030	0	0	0	40	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

2030 AM WITH PROJ VOLUMES (Option 4) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	41	21	82	910	16	34	40	32	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1,030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

2030 AM WITH PROJ VOLUMES (Option 4a) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1,030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	40	0	0	1,030	0	0	40	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

2030 AM WITH PROJ VOLUMES (Option 5) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10.Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1,030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

Alternative 4 Busway
Future Volume Development

2030 PM WITH PROJ VOLUMES (Option 1) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	520	49	714	185	225	339	74	426	760	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	42	0	151	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	885	26	118	148	21	313	444	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	140	301	17	11	239	105
13. Plummer St & Canoga Ave	208	1,096	0	88	40	186	0	1,083	145	0	40	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,454	0	0	0	0	0	1,731	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway
Future Volume Development
2030 PM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	42	0	151	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,468	306	164	1,275	50	113	1,108	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	40	0	1,414	0	0	0	0	40	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway
Future Volume Development

2030 PM WITH PROJ VOLUMES (Option 2a) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	426	760	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	42	0	151	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	444	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	140	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	40	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	40	0	1,414	0	0	0	0	0	1,731	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway
Future Volume Development
2030 PM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	40	0	0	1,414	0	0	40	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway
Future Volume Development

2030 PM WITH PROJ VOLUMES (Option 3a) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	426	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	444	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	140	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	40	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	40	0	0	1,414	0	0	0	40	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway
Future Volume Development
2030 PM WITH PROJ VOLUMES (Option 4) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	40	15	56	1,396	19	42	40	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,414	0	0	0	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway
Future Volume Development

2030 PM WITH PROJ VOLUMES (Option 4a) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,414	0	0	0	0	0	1,691	0
44. Lassen St & Busway C	0	40	0	0	1,414	0	0	40	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway
Future Volume Development
2030 PM WITH PROJ VOLUMES (Option 5) No Project + BRT Trips

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,414	0	0	0	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Canoga Transportation Corridor EIR
Transportation Appendix

Level of Service Tables

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Canoga Transportation Corridor EIR
Intersection Level of Service
Existing Conditions (2007)

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	59.3	1.153	**E**	49.3	1.037	D
2. Devonshire St & Topanga Canyon Blvd	S	102.3	1.082	**F**	52.7	1.072	D
3. Devonshire St & Owensmouth Ave	S	53.8	1.218	D	57.8	1.187	**E**
4. Devonshire St & Depot Rd	TWSC	236.3	0.000	**F**	44.0	0.000	**E**
5. Devonshire St & Canoga Ave	S	16.3	0.599	B	16.2	0.541	B
6. Devonshire St & De Soto Ave	S	40.7	0.950	D	35.7	0.891	D
7. Lassen St & Topanga Canyon Blvd	S	135.8	1.296	**F**	84.5	1.138	**F**
8 Lassen St & Owensmouth Ave	S	20.1	0.927	C	45.9	1.133	D
9. Lassen St & Depot Rd	TWSC	30.2	0.000	D	555.6	0.000	**F**
10.Lassen St & De Soto Ave	S	22.0	0.976	C	19.4	1.063	B
11. Marilla St & Owensmouth Ave	S	12.1	0.741	B	17.8	0.871	B
12. Plummer St & Owensmouth Ave	AWSC	15.1	0.640	C	91.3	1.342	**F**
13. Plummer St & Canoga Ave	TWSC	20.7	0.000	C	284.4	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	10.9	0.693	B	22.8	0.962	C
15. Nordhoff St & Canoga Ave	S	21.4	1.043	C	13.7	0.749	B
16. Nordhoff St & De Soto Ave	S	97.0	0.935	**F**	55.0	1.078	D
17. Parthenia St & Owensmouth Ave	S	10.2	0.522	B	9.8	0.362	A
18. Parthenia St & Canoga Ave	S	15.3	0.776	B	12.3	0.685	B
19. Parthenia St & De Soto Ave	S	57.2	1.346	**E**	14.4	0.861	B
20. Roscoe Blvd & Owensmouth Ave	S	19.9	0.710	B	19.3	0.707	B
21. Roscoe Blvd & Canoga Ave	S	15.1	0.859	B	16.0	0.913	B
22. Roscoe Blvd & De Soto Ave	S	30.8	0.874	C	30.4	0.911	C
23. Saticoy St & Owensmouth Ave	S	15.1	0.917	B	20.5	0.926	C
24. Saticoy St & Canoga Ave	S	15.7	0.860	B	22.3	0.985	C
25. Saticoy St & De Soto Ave	S	63.2	0.993	**E**	78.0	1.024	**E**
26. Valerio St. & Canoga Ave.	S	10.2	0.720	B	6.1	0.519	A
27. Sherman Way & Owensmouth Ave	S	20.3	0.938	C	16.0	0.690	B
28. Sherman Way & Canoga Ave	S	32.0	1.047	C	29.7	0.979	C
29. Sherman Way & De Soto Ave	S	36.8	0.979	D	59.8	1.156	**E**
30. Vanowen St & Owensmouth Ave	S	11.0	0.699	B	13.7	0.936	B
31. Vanowen St & Canoga Ave	S	21.8	0.794	C	24.4	0.958	C
32 Vanowen St & De Soto Ave	S	35.7	0.934	D	69.1	1.271	**E**
33. Victory Blvd & Owensmouth Ave	S	30.1	0.792	C	30.8	0.709	C
34. Victory Blvd & Canoga Ave	S	36.5	0.981	D	44.6	1.073	D
35. Victory Blvd & Variel Ave	S	16.0	0.452	B	18.9	0.783	B
36. Victory Blvd & De Soto Ave	S	36.7	0.971	D	35.3	1.003	D
37. Erwin St & Owensmouth Ave	S	11.7	0.487	B	11.5	0.516	B
38. Erwin St & Canoga Ave	S	12.8	0.532	B	17.6	0.890	B
39. Oxnard St & Owensmouth Ave	S	12.2	0.595	B	12.8	0.662	B
40. Oxnard St & Canoga Ave	S	16.1	0.628	B	26.7	1.020	C
41. Oxnard & De Soto Ave	S	77.5	1.811	**E**	18.0	0.695	B
42. Lassen St & Busway A	S	1.9	0.303	A	12.8	0.493	B
43. Lassen St & Busway B	S	0.9	0.274	A	1.1	0.446	A
44. Lassen St & Busway C	S	0.9	0.274	A	1.1	0.446	A
45. Canoga Ave & Busway	S	0.0	0.000	A	0.0	0.000	A
46. Canoga Ave & MOL	S	0.0	0.000	A	0.0	0.000	A

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 1. No Build

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.0	1.431	**F**	150.6	1.350	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.7	1.357	**F**	136.1	1.309	**F**
3. Devonshire St & Owensmouth Ave	S	89.0	1.488	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	220.5	0.000	**F**	142.9	0.000	**F**
5. Devonshire St & Canoga Ave	S	24.0	0.976	C	21.7	0.945	C
6. Devonshire St & De Soto Ave	S	78.8	1.145	**E**	90.0	1.149	**F**
7. Lassen St & Topanga Canyon Blvd	S	196.4	1.478	**F**	183.1	1.471	**F**
8 Lassen St & Owensmouth Ave	S	97.8	1.378	**F**	188.2	1.868	**F**
9. Lassen St & Depot Rd	TWSC	74.4	0.000	**F**	OVRFL	0.000	**F**
10.Lassen St & De Soto Ave	S	60.3	1.290	**E**	67.1	1.359	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.3	1.003	C
12. Plummer St & Owensmouth Ave	AWSC	23.8	0.845	C	157.5	1.671	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.0	1.107	D
15. Nordhoff St & Canoga Ave	S	54.1	1.679	D	28.1	1.101	C
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.635	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	33.1	1.091	C	21.2	0.959	C
19. Parthenia St & De Soto Ave	S	104.3	1.712	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	28.9	1.007	C	39.5	1.126	D
21. Roscoe Blvd & Canoga Ave	S	25.8	1.068	C	29.8	1.137	C
22. Roscoe Blvd & De Soto Ave	S	34.3	0.979	C	37.0	1.066	D
23. Saticoy St & Owensmouth Ave	S	53.0	1.434	D	53.6	1.136	D
24. Saticoy St & Canoga Ave	S	44.9	1.189	D	83.5	1.345	**F**
25. Saticoy St & De Soto Ave	S	151.9	1.222	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	14.0	0.870	B	7.9	0.686	A
27. Sherman Way & Owensmouth Ave	S	57.7	1.333	**E**	40.3	1.156	D
28. Sherman Way & Canoga Ave	S	60.2	1.665	**E**	114.1	1.462	**F**
29. Sherman Way & De Soto Ave	S	86.9	1.273	**F**	180.9	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	34.6	1.183	C	55.1	1.699	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	82.8	1.319	**F**	167.9	1.688	**F**
35. Victory Blvd & Variel Ave	S	15.6	0.676	B	41.3	1.279	D
36. Victory Blvd & De Soto Ave	S	60.1	1.137	**E**	73.8	1.221	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.6	0.699	B
38. Erwin St & Canoga Ave	S	17.1	0.891	B	51.5	1.635	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.1	0.927	C
40. Oxnard St & Canoga Ave	S	22.4	0.967	C	60.6	1.656	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	52.2	0.649	D
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	3.8	0.617	A	6.2	0.819	A
46. Canoga Ave & MOL	S	19.5	0.576	B	22.1	0.488	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 2. TSM

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.0	1.431	**F**	150.6	1.350	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.7	1.357	**F**	136.1	1.309	**F**
3. Devonshire St & Owensmouth Ave	S	89.0	1.488	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	220.5	0.000	**F**	142.9	0.000	**F**
5. Devonshire St & Canoga Ave	S	24.0	0.976	C	21.7	0.945	C
6. Devonshire St & De Soto Ave	S	78.8	1.145	**E**	90.0	1.149	**F**
7. Lassen St & Topanga Canyon Blvd	S	196.4	1.478	**F**	183.1	1.471	**F**
8 Lassen St & Owensmouth Ave	S	111.0	1.438	**F**	201.8	1.926	**F**
9. Lassen St & Depot Rd	S	67.4	0.000	**E**	OVRFL	0.000	**F**
10.Lassen St & De Soto Ave	S	60.3	1.290	**E**	67.1	1.359	**E**
11. Marilla St & Owensmouth Ave	S	23.7	0.946	C	33.9	1.028	C
12. Plummer St & Owensmouth Ave	AWSC	23.8	0.845	C	157.5	1.671	**F**
13. Plummer St & Canoga Ave	TWSC	28.9	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.0	1.107	D
15. Nordhoff St & Canoga Ave	S	53.9	1.679	D	28.5	1.101	C
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.635	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	33.0	1.098	C	21.9	0.968	C
19. Parthenia St & De Soto Ave	S	104.3	1.712	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	28.9	1.007	C	39.5	1.126	D
21. Roscoe Blvd & Canoga Ave	S	26.7	1.075	C	31.2	1.137	C
22. Roscoe Blvd & De Soto Ave	S	34.3	0.979	C	37.0	1.066	D
23. Saticoy St & Owensmouth Ave	S	53.0	1.434	D	53.6	1.136	D
24. Saticoy St & Canoga Ave	S	45.5	1.192	D	85.4	1.352	**F**
25. Saticoy St & De Soto Ave	S	151.9	1.222	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	14.2	0.877	B	7.9	0.693	A
27. Sherman Way & Owensmouth Ave	S	57.7	1.333	**E**	40.3	1.156	D
28. Sherman Way & Canoga Ave	S	65.0	1.736	**E**	113.7	1.462	**F**
29. Sherman Way & De Soto Ave	S	86.9	1.273	**F**	180.9	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	35.6	1.204	D	57.8	1.719	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	85.8	1.338	**F**	164.2	1.729	**F**
35. Victory Blvd & Variel Ave	S	15.6	0.676	B	41.3	1.279	D
36. Victory Blvd & De Soto Ave	S	60.1	1.137	**E**	73.8	1.221	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.6	0.713	B
38. Erwin St & Canoga Ave	S	18.0	0.909	B	51.8	1.719	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	22.9	0.987	C	61.3	1.695	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.403	A	55.3	0.656	**E**
43. Lassen St & Busway B	S	1.0	0.364	A	1.4	0.594	A
44. Lassen St & Busway C	S	1.0	0.364	A	1.4	0.594	A
45. Canoga Ave & Busway	S	3.9	0.626	A	6.3	0.825	A
46. Canoga Ave & MOL	S	21.4	0.581	C	41.5	0.592	D

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3.1 On-Street Dedicated Bus Lanes

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.6	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	256.0	0.000	**F**	160.5	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	**F**	91.4	1.153	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.6	1.432	**F**
8 Lassen St & Owensmouth Ave	S	130.6	1.524	**F**	216.7	1.994	**F**
9. Lassen St & Depot Rd	S	6.3	0.485	A	9.0	0.745	A
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	27.5	0.975	C	38.0	1.053	D
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	45.6	1.161	D	51.6	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	37.2	1.222	D	65.5	1.736	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	1.0	0.371	A	1.5	0.601	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	3.9	0.635	A	6.5	0.832	A
46. Canoga Ave & MOL	S	21.9	0.584	C	11.6	0.605	B

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3.2 On-Street Dedicated Bus Lanes

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.6	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	256.0	0.000	**F**	160.5	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	**F**	91.4	1.153	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.6	1.432	**F**
8 Lassen St & Owensmouth Ave	S	104.0	1.406	**F**	189.0	1.877	**F**
9. Lassen St & Depot Rd	S	9.3	0.426	A	12.4	0.673	B
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	45.6	1.161	D	51.6	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	37.2	1.222	D	65.5	1.736	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3.3 On-Street Dedicated Bus Lanes

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.6	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	256.0	0.000	**F**	160.5	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	**F**	91.4	1.153	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.6	1.432	**F**
8 Lassen St & Owensmouth Ave	S	104.0	1.406	**F**	189.0	1.877	**F**
9. Lassen St & Depot Rd	TWSC	OVRFL	0.000	**F**	OVRFL	0.000	**F**
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	45.6	1.161	D	51.6	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	37.2	1.222	D	65.5	1.736	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3. On-Street Dedicated Bus Lanes
MITIGATED

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.6	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	S	3.1	0.469	A	5.1	0.520	A
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	**F**	91.4	1.153	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.6	1.432	**F**
8 Lassen St & Owensmouth Ave	S	51.5	1.013	D	140.5	1.366	**F**
9. Lassen St & Depot Rd	S	6.3	0.485	A	9.0	0.745	A
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	27.5	0.975	C	38.0	1.053	D
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	35.4	1.158	D	49.9	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	34.2	0.996	C	50.4	1.730	D
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	29.8	0.724	C	51.4	1.252	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	24.3	0.926	C	63.8	1.687	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.1 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	131.4	1.527	**F**	217.7	1.999	**F**
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	24.8	0.946	C	34.2	1.032	C
12. Plummer St & Owensmouth Ave	S	12.2	0.417	B	23.8	0.775	C
13. Plummer St & Canoga Ave	S	15.9	0.615	C	21.7	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.2	0.411	A	3.2	0.664	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.2 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	104.8	1.410	**F**	189.9	1.881	**F**
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	5.0	0.460	A	6.0	0.607	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.2A Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	127.5	1.507	**F**	210.7	1.974	**F**
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	23.2	0.936	C	34.5	1.034	C
12. Plummer St & Owensmouth Ave	AWSC	12.0	0.417	B	23.9	0.775	C
13. Plummer St & Canoga Ave	TWSC	15.0	0.615	C	20.9	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	4.6	0.429	A	6.7	0.698	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.3 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	104.8	1.410	**F**	189.9	1.881	**F**
9. Lassen St & Depot Rd	TWSC	92.2	0.000	**F**	OVRFL	0.000	**F**
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	3.2	0.384	A	4.0	0.613	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.3A Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	127.5	1.507	**F**	210.7	1.974	**F**
9. Lassen St & Depot Rd	TWSC	92.2	0.000	**F**	OVRFL	0.000	**F**
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	23.2	0.936	C	34.5	1.034	C
12. Plummer St & Owensmouth Ave	S	12.0	0.417	B	23.9	0.775	C
13. Plummer St & Canoga Ave	S	15.0	0.615	C	20.9	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	3.2	0.388	A	4.0	0.617	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.4 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	104.8	1.410	**F**	189.9	1.881	**F**
9. Lassen St & Depot Rd	S	10.6	0.504	B	17.3	0.796	B
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	24.0	0.825	C	154.5	1.671	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.4A Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	104.8	1.410	**F**	189.9	1.881	**F**
9. Lassen St & Depot Rd	TWSC	92.2	0.000	**F**	OVRFL	0.000	**F**
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	3.2	0.384	A	4.0	0.613	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.5 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	**F**	168.2	0.000	**F**
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	104.8	1.410	**F**	189.9	1.881	**F**
9. Lassen St & Depot Rd	TWSC	92.2	0.000	**F**	OVRFL	0.000	**F**
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	**F**
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	**F**
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	**E**
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	**E**	56.7	1.010	**E**
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	**F**	105.8	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	**F**	97.6	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	**E**
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	**E**
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4. Busway
MITIGATED

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	**F**	151.1	1.352	**F**
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	**F**	136.9	1.310	**F**
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	**F**	90.5	1.414	**F**
4. Devonshire St & Depot Rd	S	3.1	0.470	A	5.2	0.521	A
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	**F**	91.6	1.154	**F**
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	**F**	160.7	1.433	**F**
8 Lassen St & Owensmouth Ave	S	51.7	1.014	D	140.6	1.366	**F**
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	**E**	67.3	1.366	**E**
11. Marilla St & Owensmouth Ave	S	24.8	0.946	C	34.2	1.032	C
12. Plummer St & Owensmouth Ave	S	12.2	0.417	B	23.8	0.775	C
13. Plummer St & Canoga Ave	S	15.9	0.615	C	21.7	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	53.2	0.965	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	**F**	146.8	1.260	**F**
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	**F**	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	48.3	0.923	D	55.0	1.010	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	54.4	0.979	D	87.7	1.168	**F**
25. Saticoy St & De Soto Ave	S	152.2	1.223	**F**	186.4	1.276	**F**
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	**E**	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	61.2	1.049	**E**	89.7	1.178	**F**
29. Sherman Way & De Soto Ave	S	87.3	1.277	**F**	181.2	1.739	**F**
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	43.6	0.902	D	53.8	0.980	D
32 Vanowen St & De Soto Ave	S	102.0	1.333	**F**	167.6	1.734	**F**
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	**F**	168.4	1.695	**F**
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	**E**	70.5	1.137	**E**
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	29.8	0.724	C	51.4	1.252	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	24.3	0.926	C	63.8	1.687	**E**
41. Oxnard & De Soto Ave	S	88.4	2.140	**F**	30.6	1.126	C
42. Lassen St & Busway A	S	2.2	0.411	A	3.2	0.664	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Transportation Appendix

LOS Calculation Sheets

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EXISTING CONDITIONS

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.153
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	59.3
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	132	1392	77	143	1785	626	271	568	118	71	253	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1392	77	143	1785	626	271	568	118	71	253	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	145	1533	85	157	1966	689	298	626	130	78	279	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1533	85	157	1966	689	298	626	130	78	279	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1533	85	157	1966	689	298	626	130	78	279	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.42	0.93	0.93	0.22	1.00	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	4876	270	1805	3610	1615	798	2911	605	412	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.09	0.54	0.43	0.37	0.21	0.21	0.19	0.15	0.09
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.42	0.42	0.12	0.47	0.47	0.32	0.32	0.32	0.32	0.32	0.44
Volume/Cap:	1.15	0.74	0.74	0.74	1.15	0.90	1.15	0.66	0.66	0.58	0.45	0.20
Delay/Veh:	168.9	23.1	23.1	51.4	99.7	36.0	134.0	27.6	27.6	31.8	24.6	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.9	23.1	23.1	51.4	99.7	36.0	134.0	27.6	27.6	31.8	24.6	15.5
LOS by Move:	F	C	C	D	F	D	F	C	C	C	C	B
HCM2kAvgQ:	9	15	15	6	49	22	17	10	10	3	6	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.082
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	102.3
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	54	1193	112	116	1690	66	210	469	50	149	417	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1193	112	116	1690	66	210	469	50	149	417	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	56	1241	117	121	1759	69	219	488	52	155	434	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1241	117	121	1759	69	219	488	52	155	434	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1241	117	121	1759	69	219	488	52	155	434	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	1.92	0.08	1.00	1.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	4680	439	1805	3453	135	1805	3217	343	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.07	0.51	0.51	0.12	0.15	0.15	0.04	0.23	0.09
Crit Moves:					****				****		****	
Green/Cycle:	0.11	0.41	0.41	0.41	0.41	0.41	0.12	0.12	0.12	0.18	0.18	0.29
Volume/Cap:	0.28	0.64	0.64	0.44	1.25	1.25	1.00	1.25	1.25	0.24	1.25	0.30
Delay/Veh:	37.5	21.7	21.7	20.4	145	145.3	99.7	170	170.3	31.7	171	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	21.7	21.7	20.4	145	145.3	99.7	170	170.3	31.7	171	25.4
LOS by Move:	D	C	C	C	F	F	F	F	F	C	F	C
HCM2kAvgQ:	2	12	12	3	52	52	11	18	18	2	25	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.218
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.8
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	62	115	236	160	276	17	15	643	49	298	747	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	115	236	160	276	17	15	643	49	298	747	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	73	135	277	188	324	20	18	754	57	349	876	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	135	277	188	324	20	18	754	57	349	876	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	135	277	188	324	20	18	754	57	349	876	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.58	0.58	0.58	0.25	0.95	0.85	0.29	0.95	0.85
Lanes:	0.15	0.28	0.57	0.35	0.61	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	225	418	857	387	668	41	466	3610	1615	559	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.48	0.48	0.48	0.04	0.21	0.04	0.63	0.24	0.04
Crit Moves:					****					****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.81	0.81	0.81	1.22	1.22	1.22	0.07	0.41	0.07	1.22	0.47	0.07
Delay/Veh:	32.4	32.4	32.4	144.5	144	144.5	11.2	13.6	11.1	147.4	14.3	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	32.4	32.4	144.5	144	144.5	11.2	13.6	11.1	147.4	14.3	11.1
LOS by Move:	C	C	C	F	F	F	B	B	B	F	B	B
HCM2kAvgQ:	14	14	14	29	29	29	0	7	1	20	8	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[236.3]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	3	6	0	2	0	2	1064	11	1	1061	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	6	0	2	0	2	1064	11	1	1061	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	1	4	8	0	3	0	3	1400	14	1	1396	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	4	8	0	3	0	3	1400	14	1	1396	13
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2107	2817	700	2106	2818	698	1409	xxxx	xxxxx	1414	xxxx	xxxxx
Potent Cap.:	30	18	386	30	18	388	490	xxxx	xxxxx	488	xxxx	xxxxx
Move Cap.:	26	18	386	24	18	388	490	xxxx	xxxxx	488	xxxx	xxxxx
Volume/Cap:	0.05	0.22	0.02	0.00	0.15	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.5	xxxxx	xxxx	xxxxx	12.4	xxxx	xxxxx	12.4	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	xxxx	18	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	245.8	xxxx	xxxxx	xxxxx	xxxx	236.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	107.0			236.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.3
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	114	105	287	146	330	160	57	704	165	165	758	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	105	287	146	330	160	57	704	165	165	758	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	129	119	324	165	372	181	64	795	186	186	856	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	119	324	165	372	181	64	795	186	186	856	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	119	324	165	372	181	64	795	186	186	856	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.85	0.85	0.44	1.00	0.85	0.27	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	612	1606	1606	830	1900	1615	509	3610	1615	555	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.20	0.20	0.20	0.11	0.13	0.22	0.12	0.34	0.24	0.08
Crit Moves:	****									****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.60	0.21	0.57	0.57	0.56	0.32	0.23	0.39	0.21	0.60	0.42	0.15
Delay/Veh:	28.6	20.5	24.8	26.2	24.6	21.7	10.4	11.3	10.0	16.3	11.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	20.5	24.8	26.2	24.6	21.7	10.4	11.3	10.0	16.3	11.6	9.6
LOS by Move:	C	C	C	C	C	C	B	B	A	B	B	A
HCM2kAvgQ:	4	2	8	5	9	4	1	7	3	4	7	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	40.7
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	186	1174	132	104	1545	98	262	884	110	240	768	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1174	132	104	1545	98	262	884	110	240	768	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	201	1271	143	113	1672	106	284	957	119	260	831	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1271	143	113	1672	106	284	957	119	260	831	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1271	143	113	1672	106	284	957	119	260	831	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.82	0.18	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4593	516	3502	4834	307	3502	3156	393	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.03	0.35	0.35	0.08	0.30	0.30	0.07	0.23	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.35	0.35	0.07	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.37
Volume/Cap:	0.95	0.78	0.78	0.45	0.95	0.95	0.78	0.95	0.95	0.95	0.78	0.16
Delay/Veh:	89.6	28.3	28.3	41.4	39.0	39.0	50.0	46.0	46.0	82.0	33.0	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	28.3	28.3	41.4	39.0	39.0	50.0	46.0	46.0	82.0	33.0	19.4
LOS by Move:	F	C	C	D	D	D	D	D	D	F	C	B
HCM2kAvgQ:	6	15	15	2	23	23	6	21	21	7	13	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.296
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	135.8
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	33	1283	226	58	1866	12	75	462	34	519	123	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1283	226	58	1866	12	75	462	34	519	123	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	38	1470	259	66	2137	14	86	529	39	595	141	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1470	259	66	2137	14	86	529	39	595	141	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1470	259	66	2137	14	86	529	39	595	141	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.16	0.04	0.59	0.01	0.05	0.15	0.02	0.33	0.04	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.42	0.66	0.05	0.42	0.42	0.13	0.13	0.13	0.24	0.37	0.37
Volume/Cap:	0.42	0.96	0.24	0.71	1.40	0.02	0.41	1.13	0.19	1.40	0.11	0.07
Delay/Veh:	49.2	43.5	7.1	68.8	211	16.7	41.3	125	39.2	230.3	21.0	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	43.5	7.1	68.8	211	16.7	41.3	125	39.2	230.3	21.0	20.7
LOS by Move:	D	D	A	E	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	29	3	3	74	0	3	16	1	41	1	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	59	297	246	52	532	21	13	533	124	340	622	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	297	246	52	532	21	13	533	124	340	622	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	63	316	262	55	567	22	14	568	132	362	662	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	316	262	55	567	22	14	568	132	362	662	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	316	262	55	567	22	14	568	132	362	662	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.68	0.75	0.75	0.75	0.35	0.92	0.92	0.36	0.94	0.94
Lanes:	0.19	0.99	0.82	0.17	1.76	0.07	1.00	1.62	0.38	1.00	1.82	0.18
Final Sat.:	254	1278	1058	245	2508	99	657	2847	662	682	3245	318
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.23	0.23	0.23	0.02	0.20	0.20	0.53	0.20	0.20
Crit Moves:		****								****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.93	0.93	0.93	0.85	0.85	0.85	0.04	0.35	0.35	0.93	0.36	0.36
Delay/Veh:	36.4	36.4	36.4	26.0	26.0	26.0	4.7	5.8	5.8	37.6	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	36.4	26.0	26.0	26.0	4.7	5.8	5.8	37.6	5.8	5.8
LOS by Move:	D	D	D	C	C	C	A	A	A	D	A	A
HCM2kAvgQ:	10	10	10	8	8	8	0	3	3	10	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[30.2]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	7	1	17	25	0	20	47	734	13	9	755	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	17	25	0	20	47	734	13	9	755	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	7	1	17	26	0	20	48	750	13	9	771	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	17	26	0	20	48	750	13	9	771	38
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1256	1680	382	1280	1668	404	809	xxxx	xxxxx	763	xxxx	xxxxx
Potent Cap.:	130	96	622	125	97	601	825	xxxx	xxxxx	859	xxxx	xxxxx
Move Cap.:	119	89	622	114	91	601	825	xxxx	xxxxx	859	xxxx	xxxxx
Volume/Cap:	0.06	0.01	0.03	0.22	0.00	0.03	0.06	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	45.4	xxxx	xxxxx	9.6	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	257	xxxxx	xxxx	xxxx	601	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.6	xxxxx	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	B	*	*	*	*	*	*
ApproachDel:	20.6			30.2			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 95 Level Of Service: C

Street Name:	De Soto Ave									Lassen St					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	20		20	20	20		20	20	8		8	8	8		8	8
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	120	1229		102	132	1692		200	100	771		109	159	748		95
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	120	1229		102	132	1692		200	100	771		109	159	748		95
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94
PHF Volume:	128	1313		109	141	1808		214	107	824		116	170	799		101
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	128	1313		109	141	1808		214	107	824		116	170	799		101
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	128	1313		109	141	1808		214	107	824		116	170	799		101
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.20	0.90		0.90	0.20	0.90		0.90	0.23	0.93		0.93	0.21	0.93		0.93
Lanes:	1.00	2.77		0.23	1.00	2.68		0.32	1.00	1.75		0.25	1.00	1.77		0.23
Final Sat.:	374	4732		393	374	4564		540	431	3103		439	401	3149		400
Capacity Analysis Module:																
Vol/Sat:	0.34	0.28		0.28	0.38	0.40		0.40	0.25	0.27		0.27	0.42	0.25		0.25
Crit Moves:						****							****			
Green/Cycle:	0.41	0.41		0.41	0.41	0.41		0.41	0.43	0.43		0.43	0.43	0.43		0.43
Volume/Cap:	0.84	0.68		0.68	0.93	0.98		0.98	0.57	0.61		0.61	0.98	0.58		0.58
Delay/Veh:	46.2	13.2		13.2	66.2	29.1		29.1	14.8	11.6		11.6	74.8	11.3		11.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	46.2	13.2		13.2	66.2	29.1		29.1	14.8	11.6		11.6	74.8	11.3		11.3
LOS by Move:	D	B		B	E	C		C	B	B		B	E	B		B
HCM2kAvgQ:	4	8		8	5	19		19	2	7		7	7	6		6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	30	311	19	436	375	115	42	126	22	7	91	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	311	19	436	375	115	42	126	22	7	91	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	32	335	20	470	405	124	45	136	24	8	98	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	335	20	470	405	124	45	136	24	8	98	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	335	20	470	405	124	45	136	24	8	98	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.62	0.62	0.62	0.69	0.98	0.98	0.65	1.00	0.85
Lanes:	0.17	1.73	0.10	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	257	2661	163	1111	955	293	1313	1582	276	1233	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.42	0.42	0.42	0.03	0.09	0.09	0.01	0.05	0.20
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.23	0.23	0.23	0.76	0.76	0.76	0.12	0.31	0.31	0.02	0.18	0.71
Delay/Veh:	5.6	5.6	5.6	11.0	11.0	11.0	13.6	14.5	14.5	13.1	13.8	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	5.6	5.6	11.0	11.0	11.0	13.6	14.5	14.5	13.1	13.8	21.4
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	8	8	8	1	2	2	0	1	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	33	291	20	26	268	54	55	124	20	42	119	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	291	20	26	268	54	55	124	20	42	119	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	35	312	21	28	288	58	59	133	21	45	128	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	312	21	28	288	58	59	133	21	45	128	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	312	21	28	288	58	59	133	21	45	128	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	55	488	598	48	493	598	423	898	490	421	896	489
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.04	0.58	0.58	0.10	0.14	0.15	0.04	0.11	0.14	0.08
Crit Moves:	****				****			****			****	
Delay/Veh:	19.3	19.3	8.6	17.3	17.3	9.0	11.8	11.3	9.7	11.5	11.2	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	19.3	8.6	17.3	17.3	9.0	11.8	11.3	9.7	11.5	11.2	10.0
LOS by Move:	C	C	A	C	C	A	B	B	A	B	B	A
ApproachDel:	18.7			16.0			11.3			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.7			16.0			11.3			11.1		
LOS by Appr:	C			C			B			B		
AllWayAvgQ:	1.5	1.5	0.0	1.2	1.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[20.7]

Street Name:	Canoga Ave								Plummer St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	173	614		0 0	524		58		14		0	163	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	173	614		0 0	524		58		14		0	163	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87			0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	200	708		0 0	604		67		16		0	188	0		0	0
Reduct Vol:	0	0		0 0	0		0		0		0	0	0		0	0
FinalVolume:	200	708		0 0	604		67		16		0	188	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	671	xxxx	xxxxx	xxxx	xxxx	xxxxx			1745	xxxx		638	xxxx	xxxx	xxxxx	
Potent Cap.:	929	xxxx	xxxxx	xxxx	xxxx	xxxxx			96	xxxx		480	xxxx	xxxx	xxxxx	
Move Cap.:	929	xxxx	xxxxx	xxxx	xxxx	xxxxx			80	xxxx		480	xxxx	xxxx	xxxxx	
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx			0.20	xxxx		0.39	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.7	xxxx		1.8	xxxx	xxxx	xxxxx	
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx			60.9	xxxx		17.2	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*			F	*		C	*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*	*	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					20.7				xxxxxx			
ApproachLOS:	*			*					C				*			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 41 Level Of Service: B

Street Name:	Owensmouth Ave								Nordhoff St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8		8	8	8		8	17	17		17	17	17		17
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	41	176		98	65	225		30	50	650		35	120	587		110
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	41	176		98	65	225		30	50	650		35	120	587		110
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	46	199		111	73	254		34	56	734		40	135	663		124
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	46	199		111	73	254		34	56	734		40	135	663		124
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	46	199		111	73	254		34	56	734		40	135	663		124
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.43	0.95		0.95	0.39	0.98		0.98	0.40	0.99		0.99	0.20	0.95		0.85
Lanes:	1.00	0.64		0.36	1.00	1.00		0.88	0.12	1.00		0.95	0.05	1.00	2.00	1.00
Final Sat.:	817	1155		643	749	1646		220	758	1788		96	380	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.06	0.17		0.17	0.10	0.15		0.15	0.07	0.41		0.41	0.36	0.18		0.08
Crit Moves:		****								****						
Green/Cycle:	0.25	0.25		0.25	0.25	0.25		0.25	0.59	0.59		0.59	0.59	0.59		0.59
Volume/Cap:	0.23	0.69		0.69	0.39	0.62		0.62	0.13	0.69		0.69	0.60	0.31		0.13
Delay/Veh:	15.6	21.7		21.7	17.0	19.3		19.3	4.6	9.0		9.0	11.0	5.2		4.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	15.6	21.7		21.7	17.0	19.3		19.3	4.6	9.0		9.0	11.0	5.2		4.6
LOS by Move:	B	C		C	B	B		B	A	A		A	B	A		A
HCM2kAvgQ:	1	6		6	1	5		5	0	10		10	3	3		1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	104	612	140	156	570	4	31	758	88	246	642	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	612	140	156	570	4	31	758	88	246	642	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	112	659	151	168	614	4	33	816	95	265	691	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	659	151	168	614	4	33	816	95	265	691	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	659	151	168	614	4	33	816	95	265	691	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.92	0.92	0.25	0.95	0.95	0.33	0.95	0.85	0.27	0.95	0.85
Lanes:	1.00	1.63	0.37	1.00	1.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	680	2856	653	477	3581	25	623	3610	1615	505	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.35	0.17	0.17	0.05	0.23	0.06	0.52	0.19	0.07
Crit Moves:				****						****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.41	0.58	0.58	0.88	0.43	0.43	0.12	0.51	0.13	1.19	0.44	0.15
Delay/Veh:	11.8	12.3	12.3	48.2	11.1	11.1	8.5	10.4	8.4	135.5	9.9	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	12.3	12.3	48.2	11.1	11.1	8.5	10.4	8.4	135.5	9.9	8.5
LOS by Move:	B	B	B	D	B	B	A	B	A	F	A	A
HCM2kAvgQ:	2	6	6	6	4	4	0	5	1	13	4	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	97.0
Optimal Cycle:	85	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	60	1159	102	101	1690	325	264	722	51	101	702	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1159	102	101	1690	325	264	722	51	101	702	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	63	1210	106	105	1764	339	276	754	53	105	733	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1210	106	105	1764	339	276	754	53	105	733	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1210	106	105	1764	339	276	754	53	105	733	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.78	0.22
Final Sat.:	1805	4710	415	1805	4246	817	1805	4796	339	1805	4757	373
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.06	0.42	0.42	0.15	0.16	0.16	0.06	0.15	0.15
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.37	0.37	0.31	0.31	0.31	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.22	0.69	0.69	0.38	1.35	1.35	0.95	0.98	0.98	0.37	0.94	0.94
Delay/Veh:	27.8	21.1	21.1	21.7	190	190.0	71.5	58.3	58.3	28.9	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	21.1	21.1	21.7	190	190.0	71.5	58.3	58.3	28.9	49.3	49.3
LOS by Move:	C	C	C	C	F	F	E	E	E	C	D	D
HCM2kAvgQ:	1	11	11	2	45	45	11	12	12	3	11	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	8	194	205	74	249	64	33	342	20	194	447	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	194	205	74	249	64	33	342	20	194	447	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	9	219	231	84	281	72	37	386	23	219	505	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	219	231	84	281	72	37	386	23	219	505	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	219	231	84	281	72	37	386	23	219	505	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.85	0.88	0.88	0.85	0.44	0.95	0.85	0.52	0.95	0.85
Lanes:	0.04	0.96	1.00	0.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1797	1615	383	1287	1615	836	3610	1615	994	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.14	0.22	0.22	0.04	0.04	0.11	0.01	0.22	0.14	0.06
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.29	0.29	0.34	0.52	0.52	0.11	0.11	0.25	0.03	0.52	0.33	0.15
Delay/Veh:	9.9	9.9	10.2	11.5	11.5	8.9	8.9	9.4	8.5	11.9	9.8	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	10.2	11.5	11.5	8.9	8.9	9.4	8.5	11.9	9.8	9.0
LOS by Move:	A	A	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	3	5	5	1	0	2	0	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 49 Level Of Service: B

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	23	567	150	66	845	11	77	507	94	291	647	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	567	150	66	845	11	77	507	94	291	647	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	25	604	160	70	901	12	82	541	100	310	690	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	604	160	70	901	12	82	541	100	310	690	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	604	160	70	901	12	82	541	100	310	690	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.92	0.92	0.29	0.95	0.95	0.31	0.95	0.85	0.41	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	426	2766	732	551	3556	46	597	3610	1615	779	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.13	0.25	0.25	0.14	0.15	0.06	0.40	0.19	0.16
Crit Moves:					****					****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.13	0.50	0.50	0.29	0.58	0.58	0.34	0.37	0.16	1.00	0.48	0.39
Delay/Veh:	8.6	10.3	10.3	9.7	11.0	11.0	11.3	10.7	9.7	64.7	11.4	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	10.3	10.3	9.7	11.0	11.0	11.3	10.7	9.7	64.7	11.4	11.1
LOS by Move:	A	B	B	A	B	B	B	B	A	E	B	B
HCM2kAvgQ:	0	5	5	1	6	6	1	3	1	10	5	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.346
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.2
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	36	1081	77	199	1412	94	61	659	25	76	1154	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1081	77	199	1412	94	61	659	25	76	1154	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	42	1260	90	232	1646	110	71	768	29	89	1345	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1260	90	232	1646	110	71	768	29	89	1345	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1260	90	232	1646	110	71	768	29	89	1345	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.90	0.90	0.16	0.90	0.90	0.29	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	270	4794	341	306	4819	321	549	3610	1615	549	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.26	0.76	0.34	0.34	0.13	0.21	0.02	0.16	0.37	0.08
Crit Moves:				****							****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.47	0.47	1.35	0.61	0.61	0.47	0.77	0.07	0.58	1.35	0.31
Delay/Veh:	6.6	6.6	6.6	200.1	7.6	7.6	17.3	20.3	13.4	21.3	181	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.6	6.6	6.6	200.1	7.6	7.6	17.3	20.3	13.4	21.3	181	14.7
LOS by Move:	A	A	A	F	A	A	B	C	B	C	F	B
HCM2kAvgQ:	1	5	5	13	7	7	2	8	0	2	36	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	31	134	100	69	286	130	111	914	56	96	971	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	134	100	69	286	130	111	914	56	96	971	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	146	109	75	312	142	121	996	61	105	1058	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	146	109	75	312	142	121	996	61	105	1058	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	146	109	75	312	142	121	996	61	105	1058	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.88	0.88	0.88	0.19	0.90	0.90	0.20	0.90	0.90
Lanes:	0.12	0.50	0.38	0.14	0.59	0.27	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	193	833	622	237	984	447	359	4844	297	384	4952	204
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.32	0.32	0.32	0.34	0.21	0.21	0.27	0.21	0.21
Crit Moves:					****		****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.39	0.39	0.39	0.71	0.71	0.71	0.71	0.43	0.43	0.57	0.45	0.45
Delay/Veh:	19.0	19.0	19.0	25.7	25.7	25.7	33.9	17.5	17.5	23.4	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	19.0	25.7	25.7	25.7	33.9	17.5	17.5	23.4	17.7	17.7
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	6	6	6	14	14	14	5	8	8	3	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	50	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	75	620	84	65	1113	84	129	901	41	134	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	620	84	65	1113	84	129	901	41	134	966	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	80	663	90	70	1190	90	138	964	44	143	1033	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	663	90	70	1190	90	138	964	44	143	1033	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	663	90	70	1190	90	138	964	44	143	1033	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.30	0.94	0.94	0.20	0.90	0.90	0.22	0.90	0.90
Lanes:	1.00	1.76	0.24	1.00	1.86	0.14	1.00	2.87	0.13	1.00	2.71	0.29
Final Sat.:	346	3122	423	562	3323	251	380	4927	224	420	4626	488
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.21	0.12	0.36	0.36	0.36	0.20	0.20	0.34	0.22	0.22
Crit Moves:					****		****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.53	0.48	0.48	0.28	0.81	0.81	0.91	0.49	0.49	0.85	0.56	0.56
Delay/Veh:	13.6	10.2	10.2	9.6	15.6	15.6	60.8	11.4	11.4	45.8	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	10.2	10.2	9.6	15.6	15.6	60.8	11.4	11.4	45.8	11.9	11.9
LOS by Move:	B	B	B	A	B	B	E	B	B	D	B	B
HCM2kAvgQ:	2	5	5	1	12	12	5	5	5	5	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	73	Level Of Service:	C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	51	808	38	68	1268	146	311	530	19	106	835	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	808	38	68	1268	146	311	530	19	106	835	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	56	895	42	75	1404	162	344	587	21	117	925	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	895	42	75	1404	162	344	587	21	117	925	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	895	42	75	1404	162	344	587	21	117	925	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.87	0.13	2.00	2.69	0.31	2.00	2.90	0.10	2.00	2.87	0.13
Final Sat.:	3502	4919	231	3502	4582	528	3502	4982	179	3502	4921	230
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.31	0.31	0.00	0.12	0.12	0.00	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.36	0.36	0.10	0.41	0.41	0.17	0.27	0.27	0.11	0.25	0.25
Volume/Cap:	0.18	0.51	0.51	0.22	0.75	0.75	0.57	0.44	0.44	0.30	0.75	0.75
Delay/Veh:	42.4	25.3	25.3	41.8	26.8	26.8	39.5	30.5	30.5	41.2	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	25.3	25.3	41.8	26.8	26.8	39.5	30.5	30.5	41.2	37.1	37.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	1	8	8	1	16	16	6	6	6	2	12	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	41	145	50	53	355	46	47	1061	47	167	1061	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	145	50	53	355	46	47	1061	47	167	1061	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	153	53	56	375	49	50	1122	50	177	1122	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	153	53	56	375	49	50	1122	50	177	1122	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	153	53	56	375	49	50	1122	50	177	1122	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.85	0.92	0.92	0.92	0.19	0.95	0.85	0.19	0.95	0.85
Lanes:	0.22	0.78	1.00	0.12	0.78	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	337	1192	1615	205	1374	178	355	3610	1615	355	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.27	0.27	0.27	0.14	0.31	0.03	0.50	0.31	0.04
Crit Moves:					****					****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.43	0.43	0.11	0.92	0.92	0.92	0.26	0.57	0.06	0.92	0.57	0.08
Delay/Veh:	14.8	14.8	12.8	38.0	38.0	38.0	6.8	8.0	5.4	52.4	8.0	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.8	12.8	38.0	38.0	38.0	6.8	8.0	5.4	52.4	8.0	5.5
LOS by Move:	B	B	B	D	D	D	A	A	A	D	A	A
HCM2kAvgQ:	3	3	1	12	12	12	1	7	0	6	7	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.7
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1	0	1 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	104	649	83	110	1100	74	108	886	174	139	1085	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	649	83	110	1100	74	108	886	174	139	1085	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	111	691	88	117	1171	79	115	944	185	148	1155	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	691	88	117	1171	79	115	944	185	148	1155	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	691	88	117	1171	79	115	944	185	148	1155	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.93	0.93	0.27	0.94	0.94	0.19	0.95	0.85	0.21	0.95	0.85
Lanes:	1.00	1.77	0.23	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	374	3146	402	509	3352	225	352	3610	1615	397	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.22	0.22	0.23	0.35	0.35	0.33	0.26	0.11	0.37	0.32	0.09
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.73	0.54	0.54	0.57	0.86	0.86	0.75	0.60	0.26	0.86	0.74	0.22
Delay/Veh:	28.7	11.7	11.7	15.1	19.0	19.0	31.0	11.5	9.3	45.5	13.7	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	11.7	11.7	15.1	19.0	19.0	31.0	11.5	9.3	45.5	13.7	9.0
LOS by Move:	C	B	B	B	B	B	C	B	A	D	B	A
HCM2kAvgQ:	3	5	5	2	13	13	3	7	2	5	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	63.2
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	120	743	143	94	1266	154	131	937	94	162	1285	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	743	143	94	1266	154	131	937	94	162	1285	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	123	759	146	96	1293	157	134	957	96	165	1313	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	759	146	96	1293	157	134	957	96	165	1313	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	759	146	96	1293	157	134	957	96	165	1313	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.77	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4245	817	1805	4550	554	1460	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.05	0.28	0.28	0.09	0.27	0.06	0.09	0.36	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.28	0.28	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.51	0.63	0.63	0.33	1.10	1.10	0.60	1.01	0.23	0.69	1.10	0.12
Delay/Veh:	32.0	24.3	24.3	22.5	86.7	86.7	26.6	59.0	21.9	39.1	85.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	24.3	24.3	22.5	86.7	86.7	26.6	59.0	21.9	39.1	85.0	17.7
LOS by Move:	C	C	C	C	F	F	C	E	C	D	F	B
HCM2kAvgQ:	3	8	8	2	23	23	4	19	2	5	29	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	32	728	20	51	1312	25	34	81	23	91	212	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	728	20	51	1312	25	34	81	23	91	212	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	35	791	22	55	1426	27	37	88	25	99	230	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	791	22	55	1426	27	37	88	25	99	230	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	791	22	55	1426	27	37	88	25	99	230	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.95	0.31	0.95	0.95	0.40	0.97	0.97	0.86	0.86	0.85
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	272	3499	96	581	3532	67	751	1431	406	492	1146	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.10	0.40	0.40	0.05	0.06	0.06	0.20	0.20	0.07
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.23	0.40	0.40	0.17	0.72	0.72	0.18	0.22	0.22	0.72	0.72	0.25
Delay/Veh:	6.3	6.4	6.4	5.6	9.4	9.4	14.1	14.1	14.1	21.8	21.8	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	6.4	6.4	5.6	9.4	9.4	14.1	14.1	14.1	21.8	21.8	14.2
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	B
HCM2kAvgQ:	1	4	4	1	10	10	1	1	1	6	6	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 100 Level Of Service: C

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	134	105	52	508	36	46	929	86	308	1218	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	134	105	52	508	36	46	929	86	308	1218	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	71	145	114	56	549	39	50	1004	93	333	1317	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	145	114	56	549	39	50	1004	93	333	1317	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	145	114	56	549	39	50	1004	93	333	1317	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.89	0.89	0.51	0.94	0.94	0.17	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.12	0.88	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	394	1890	1481	963	3337	237	325	3610	1615	488	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.08	0.06	0.16	0.16	0.15	0.28	0.06	0.68	0.36	0.02
Crit Moves:	****									****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.94	0.40	0.40	0.30	0.85	0.85	0.21	0.38	0.08	0.94	0.50	0.03
Delay/Veh:	121.8	35.7	35.7	35.5	49.0	49.0	4.8	5.3	4.0	43.9	6.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.8	35.7	35.7	35.5	49.0	49.0	4.8	5.3	4.0	43.9	6.0	3.8
LOS by Move:	F	D	D	D	D	D	A	A	A	D	A	A
HCM2kAvgQ:	5	4	4	2	12	12	1	6	1	13	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 100 Level Of Service: C

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	49	702	98	110	1101	126	66	982	41	152	1327	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	702	98	110	1101	126	66	982	41	152	1327	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	55	793	111	124	1244	142	75	1110	46	172	1499	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	793	111	124	1244	142	75	1110	46	172	1499	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	793	111	124	1244	142	75	1110	46	172	1499	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	0.93	0.14	0.94	0.94	0.08	0.95	0.85	0.18	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	217	3111	434	266	3191	365	159	3610	1615	346	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.47	0.39	0.39	0.47	0.31	0.03	0.50	0.42	0.08
Crit Moves:				****						****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.57	0.57	0.57	1.05	0.87	0.87	0.99	0.65	0.06	1.05	0.88	0.17
Delay/Veh:	28.5	21.1	21.1	123.3	30.9	30.9	125.4	20.8	14.3	109.4	29.1	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	21.1	21.1	123.3	30.9	30.9	125.4	20.8	14.3	109.4	29.1	15.2
LOS by Move:	C	C	C	F	C	C	F	C	B	F	C	B
HCM2kAvgQ:	2	11	11	8	23	23	5	14	1	10	25	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	898	147	117	1246	161	106	1053	66	185	1503	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	898	147	117	1246	161	106	1053	66	185	1503	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	79	967	158	126	1341	173	114	1133	71	199	1618	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	967	158	126	1341	173	114	1133	71	199	1618	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	967	158	126	1341	173	114	1133	71	199	1618	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.89	0.89	0.18	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.58	0.42	1.00	2.66	0.34	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	173	4364	714	340	4515	583	1805	4837	303	1805	4711	414
Capacity Analysis Module:												
Vol/Sat:	0.45	0.22	0.22	0.37	0.30	0.30	0.06	0.23	0.23	0.11	0.34	0.34
Crit Moves:	****						****				****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.06	0.28	0.28	0.13	0.35	0.35
Volume/Cap:	0.98	0.48	0.48	0.80	0.64	0.64	0.98	0.83	0.83	0.83	0.98	0.98
Delay/Veh:	119.2	18.6	18.6	46.8	21.0	21.0	123.0	37.8	37.8	63.1	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.2	18.6	18.6	46.8	21.0	21.0	123.0	37.8	37.8	63.1	48.4	48.4
LOS by Move:	F	B	B	D	C	C	F	D	D	E	D	D
HCM2kAvgQ:	5	9	9	5	13	13	7	15	15	8	26	26

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	53	167	123	85	658	99	80	848	89	168	718	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	167	123	85	658	99	80	848	89	168	718	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	56	177	130	90	697	105	85	898	94	178	761	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	177	130	90	697	105	85	898	94	178	761	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	177	130	90	697	105	85	898	94	178	761	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.95	0.85	0.63	0.93	0.93	0.32	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	469	3610	1615	1203	3075	463	600	3610	1615	494	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.08	0.07	0.23	0.23	0.14	0.25	0.06	0.36	0.21	0.05
Crit Moves:					****					****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.37	0.15	0.25	0.23	0.70	0.70	0.27	0.48	0.11	0.70	0.41	0.11
Delay/Veh:	14.5	12.1	12.7	12.6	16.7	16.7	7.3	8.0	6.3	17.5	7.6	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	12.1	12.7	12.6	16.7	16.7	7.3	8.0	6.3	17.5	7.6	6.3
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	1	2	1	7	7	1	5	1	4	4	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	37	703	55	77	945	60	53	753	71	194	850	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	703	55	77	945	60	53	753	71	194	850	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	40	767	60	84	1031	65	58	821	77	212	927	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	767	60	84	1031	65	58	821	77	212	927	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	767	60	84	1031	65	58	821	77	212	927	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.95	0.85	0.21	0.95	0.85	0.24	0.94	0.94	0.25	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	211	3610	1615	403	3610	1615	458	3256	307	475	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.04	0.21	0.29	0.04	0.13	0.25	0.25	0.45	0.26	0.09
Crit Moves:					****					****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.53	0.59	0.10	0.58	0.79	0.11	0.23	0.45	0.45	0.79	0.46	0.16
Delay/Veh:	32.5	26.8	21.4	31.7	32.2	21.5	11.5	13.1	13.1	32.5	13.2	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	26.8	21.4	31.7	32.2	21.5	11.5	13.1	13.1	32.5	13.2	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	2	11	1	3	17	1	1	9	9	7	9	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.7
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	47	912	111	127	1428	187	78	932	53	212	983	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	912	111	127	1428	187	78	932	53	212	983	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	50	963	117	134	1508	197	82	984	56	224	1038	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	963	117	134	1508	197	82	984	56	224	1038	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	963	117	134	1508	197	82	984	56	224	1038	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.90	0.90	0.17	0.89	0.89	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	209	4550	554	333	4508	590	1805	3610	1615	1805	3131	414
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.21	0.40	0.33	0.33	0.05	0.27	0.03	0.12	0.33	0.33
Crit Moves:				****				****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.32	0.32	0.33	0.33	0.33
Volume/Cap:	0.59	0.53	0.53	1.00	0.83	0.83	0.34	0.85	0.11	0.65	1.00	1.00
Delay/Veh:	31.7	20.6	20.6	105.2	27.2	27.2	36.3	35.1	21.7	27.2	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	20.6	20.6	105.2	27.2	27.2	36.3	35.1	21.7	27.2	56.9	56.9
LOS by Move:	C	C	C	F	C	C	D	D	C	C	E	E
HCM2kAvgQ:	2	9	9	7	18	18	2	16	1	6	24	24

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Owensmouth Ave									Victory Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permit+Prot					Prot+Permit					Permitted					Prot+Permit				
Rights:	Include					Include					Include					Ovl				
Min. Green:	5		12		12	5		12		12	10		10		10	5		10		10
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	32	190		57		141	710		74		26	1109		100		216	770		80	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	32	190		57		141	710		74		26	1109		100		216	770		80	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	35	207		62		153	773		81		28	1207		109		235	838		87	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	35	207		62		153	773		81		28	1207		109		235	838		87	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	35	207		62		153	773		81		28	1207		109		235	838		87	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		0.85		0.95	0.95		0.85		0.95	0.91		0.85		0.95	0.91		0.85	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	3.00		1.00		1.00	3.00		1.00	
Final Sat.:	1805	3610		1615		1805	3610		1615		1805	5187		1615		1805	5187		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.06		0.04		0.00	0.21		0.05		0.02	0.23		0.07		0.13	0.16		0.05	
Crit Moves:	****						****					****				****				
Green/Cycle:	0.08	0.21		0.21		0.15	0.31		0.31		0.20	0.33		0.33		0.32	0.32		0.47	
Volume/Cap:	0.24	0.27		0.18		0.57	0.70		0.16		0.08	0.70		0.20		0.57	0.50		0.11	
Delay/Veh:	44.0	33.3		32.8		42.6	32.4		25.4		32.6	30.1		23.9		28.2	27.6		14.9	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	44.0	33.3		32.8		42.6	32.4		25.4		32.6	30.1		23.9		28.2	27.6		14.9	
LOS by Move:	D		C		C	D		C		C	C		C		C	C		C		B
HCM2kAvgQ:	1		3		2	5		12		2	1		13		2	7		8		1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave									Victory Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Protected					Prot+Permit					Prot+Permit				
Rights:	Include					Include					Include					Ovl				
Min. Green:	12		12		12	5		12		12	5		12		12	5		12		12
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1	0	3	0	1
Volume Module:																				
Base Vol:	100	714		109		186	1051		76		76	654		185		243	978		147	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	100	714		109		186	1051		76		76	654		185		243	978		147	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93		0.93	0.93		0.93		0.93	0.93		0.93	
PHF Volume:	108	771		118		201	1135		82		82	706		200		262	1056		159	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	108	771		118		201	1135		82		82	706		200		262	1056		159	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	108	771		118		201	1135		82		82	706		200		262	1056		159	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.15	0.89		0.89		0.95	0.90		0.90		0.95	0.88		0.88		0.95	0.91		0.85	
Lanes:	1.00	2.60		0.40		1.00	2.80		0.20		1.00	2.34		0.66		1.00	3.00		1.00	
Final Sat.:	279	4410		673		1805	4789		346		1805	3910		1106		1805	5187		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.39	0.17		0.17		0.11	0.24		0.24		0.05	0.18		0.18		0.15	0.20		0.10	
Crit Moves:	****					****						****				****				
Green/Cycle:	0.38	0.38		0.38		0.12	0.50		0.50		0.26	0.19		0.19		0.38	0.27		0.39	
Volume/Cap:	1.01	0.46		0.46		0.95	0.48		0.48		0.42	0.95		0.95		0.75	0.74		0.25	
Delay/Veh:	121.5	23.3		23.3		92.9	16.6		16.6		30.7	59.1		59.1		33.0	35.2		20.8	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	121.5	23.3		23.3		92.9	16.6		16.6		30.7	59.1		59.1		33.0	35.2		20.8	
LOS by Move:	F		C		C	F		B		B	C		E		E	C		D		C
HCM2kAvgQ:	7		8		8	10		9		9	3		15		15	9		12		3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	112	0	290	0	0	0	0	1144	39	64	955	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	0	290	0	0	0	0	1144	39	64	955	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	114	0	295	0	0	0	0	1165	40	65	973	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	295	0	0	0	0	1165	40	65	973	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	0	295	0	0	0	0	1165	40	65	973	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.17	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	1.00	3.00	0.00
Final Sat.:	1476	0	1615	0	0	0	0	4991	170	325	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.18	0.00	0.00	0.00	0.00	0.23	0.23	0.20	0.19	0.00
Crit Moves:			****					****				
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.19	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.45	0.39	0.36	0.00
Delay/Veh:	19.4	0.0	22.2	0.0	0.0	0.0	0.0	15.4	15.4	16.2	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	0.0	22.2	0.0	0.0	0.0	0.0	15.4	15.4	16.2	14.5	0.0
LOS by Move:	B	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	2	0	7	0	0	0	0	9	9	2	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.7
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	67	884	160	99	1446	172	69	983	47	495	1328	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	884	160	99	1446	172	69	983	47	495	1328	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	73	966	175	108	1580	188	75	1074	51	541	1451	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	966	175	108	1580	188	75	1074	51	541	1451	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	966	175	108	1580	188	75	1074	51	541	1451	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.54	0.46	1.00	2.68	0.32	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1805	4291	777	1805	4561	543	3502	4916	235	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.35	0.35	0.00	0.22	0.22	0.00	0.28	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.09	0.38	0.38	0.06	0.24	0.24	0.21	0.35	0.35
Volume/Cap:	0.45	0.66	0.66	0.66	0.91	0.91	0.35	0.91	0.91	0.74	0.81	0.16
Delay/Veh:	45.1	29.1	29.1	53.7	36.3	36.3	45.9	47.1	47.1	40.9	32.3	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	29.1	29.1	53.7	36.3	36.3	45.9	47.1	47.1	40.9	32.3	22.7
LOS by Move:	D	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	3	12	12	5	23	23	2	16	16	10	17	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 30 Level Of Service: B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	17	279	35	105	680	103	124	504	63	43	189	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	279	35	105	680	103	124	504	63	43	189	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	19	309	39	116	753	114	137	558	70	48	209	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	309	39	116	753	114	137	558	70	48	209	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	309	39	116	753	114	137	558	70	48	209	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.93	0.93	0.54	0.93	0.93	0.56	0.93	0.93	0.32	0.90	0.90
Lanes:	1.00	1.78	0.22	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.34	0.66
Final Sat.:	492	3153	396	1028	3072	465	1060	3154	394	612	2290	1139
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.11	0.25	0.25	0.13	0.18	0.18	0.08	0.09	0.09
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.08	0.19	0.19	0.22	0.49	0.49	0.36	0.49	0.49	0.21	0.25	0.25
Delay/Veh:	7.8	8.3	8.3	8.6	10.0	10.0	14.5	15.1	15.1	13.7	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	8.3	8.3	8.6	10.0	10.0	14.5	15.1	15.1	13.7	13.5	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	6	6	2	5	5	1	2	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 34 Level Of Service: B

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	120	998	66	56	1100	148	73	273	144	47	136	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	998	66	56	1100	148	73	273	144	47	136	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	124	1033	68	58	1139	153	76	283	149	49	141	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1033	68	58	1139	153	76	283	149	49	141	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1033	68	58	1139	153	76	283	149	49	141	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.23	0.89	0.89	0.58	0.90	0.90	0.35	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.64	0.36	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	342	4821	319	433	4490	604	1104	2240	1182	665	2238	1185
Capacity Analysis Module:												
Vol/Sat:	0.36	0.21	0.21	0.13	0.25	0.25	0.07	0.13	0.13	0.07	0.06	0.06
Crit Moves:	****							****				
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.53	0.31	0.31	0.20	0.37	0.37	0.29	0.53	0.53	0.31	0.27	0.27
Delay/Veh:	10.2	6.5	6.5	6.1	6.8	6.8	31.8	34.0	34.0	32.5	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	6.5	6.5	6.1	6.8	6.8	31.8	34.0	34.0	32.5	31.2	31.2
LOS by Move:	B	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	3	5	5	1	6	6	2	7	7	2	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	187	60	90	749	80	81	597	172	170	371	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	187	60	90	749	80	81	597	172	170	371	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	23	198	64	95	794	85	86	633	182	180	393	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	198	64	95	794	85	86	633	182	180	393	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	198	64	95	794	85	86	633	182	180	393	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.92	0.92	0.58	0.94	0.94	0.51	0.95	0.85	0.35	0.95	0.85
Lanes:	1.00	1.51	0.49	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	412	2635	845	1108	3213	343	975	3610	1615	673	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.09	0.25	0.25	0.09	0.18	0.11	0.27	0.11	0.04
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.14	0.18	0.18	0.21	0.59	0.59	0.20	0.39	0.25	0.59	0.24	0.09
Delay/Veh:	11.2	11.1	11.1	11.4	14.3	14.3	10.1	11.1	10.4	15.5	10.2	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.1	11.1	11.4	14.3	14.3	10.1	11.1	10.4	15.5	10.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
HCM2kAvgQ:	0	2	2	1	7	7	1	4	2	4	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	122	1029	65	105	1000	162	80	365	107	84	394	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1029	65	105	1000	162	80	365	107	84	394	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	136	1150	73	117	1117	181	89	408	120	94	440	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1150	73	117	1117	181	89	408	120	94	440	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1150	73	117	1117	181	89	408	120	94	440	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.90	0.90	0.19	0.89	0.89	0.31	0.92	0.92	0.29	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.58	0.42	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	333	4835	305	367	4370	708	581	2697	791	559	3040	494
Capacity Analysis Module:												
Vol/Sat:	0.41	0.24	0.24	0.32	0.26	0.26	0.15	0.15	0.15	0.17	0.14	0.14
Crit Moves:	****									****		
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.63	0.36	0.36	0.49	0.39	0.39	0.57	0.57	0.57	0.63	0.54	0.54
Delay/Veh:	16.0	8.0	8.0	10.5	8.2	8.2	36.9	32.4	32.4	40.5	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	8.0	8.0	10.5	8.2	8.2	36.9	32.4	32.4	40.5	32.0	32.0
LOS by Move:	B	A	A	B	A	A	D	C	C	D	C	C
HCM2kAvgQ:	4	6	6	3	7	7	3	8	8	4	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.811
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	77.5
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0	1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	147	1106	78	88	1889	135	89	365	133	105	394	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1106	78	88	1889	135	89	365	133	105	394	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	164	1232	87	98	2104	150	99	406	148	117	439	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1232	87	98	2104	150	99	406	148	117	439	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1232	87	98	2104	150	99	406	148	117	439	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.19	0.90	0.90	0.38	1.00	0.85	0.38	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	114	4797	338	359	4793	343	714	1900	1615	714	2988	539
Capacity Analysis Module:												
Vol/Sat:	1.44	0.26	0.26	0.27	0.44	0.44	0.14	0.21	0.09	0.16	0.15	0.15
Crit Moves:	****							****				
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	1.81	0.32	0.32	0.34	0.55	0.55	1.17	1.81	0.78	1.39	1.24	1.24
Delay/Veh:	414.3	2.6	2.6	3.4	3.6	3.6	192.1	422	56.5	270.7	168	167.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	414.3	2.6	2.6	3.4	3.6	3.6	192.1	422	56.5	270.7	168	167.8
LOS by Move:	F	A	A	A	A	A	F	F	E	F	F	F
HCM2kAvgQ:	15	4	4	1	9	9	7	35	6	9	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.9
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	831	0	0	782	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	831	0	0	782	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	831	0	0	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	831	0	0	782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	831	0	0	782	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.22	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	831	0	0	782	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	831	0	0	782	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	831	0	0	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	831	0	0	782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	831	0	0	782	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.22	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	831	0	0	782	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	831	0	0	782	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	831	0	0	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	831	0	0	782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	831	0	0	782	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.22	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec):	0	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Street Name:	Canoga Ave						Busway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	5	0	0
Lanes:	0 0	1	0 1	0 0	1	0 0	0 0	0	0 0	1	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Street Name:	Canoga AVe						MOL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	10
Lanes:	0 0	2	1 0	1	0 2	0 0	0 0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.037
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	49.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	30	2285	35	100	1585	218	384	289	46	90	170	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2285	35	100	1585	218	384	289	46	90	170	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	2405	37	105	1668	229	404	304	48	95	179	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	2405	37	105	1668	229	404	304	48	95	179	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	2405	37	105	1668	229	404	304	48	95	179	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.58	0.93	0.93	0.51	1.00	0.85
Lanes:	1.00	2.95	0.05	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.00	1.00
Final Sat.:	1805	5099	78	1805	3610	1615	1096	3049	485	963	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.06	0.46	0.14	0.37	0.10	0.10	0.10	0.09	0.23
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.45	0.45	0.06	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.41
Volume/Cap:	0.31	1.04	1.04	1.04	1.01	0.31	1.04	0.28	0.28	0.28	0.26	0.55
Delay/Veh:	42.7	53.5	53.5	142.2	50.3	15.8	84.5	20.9	20.9	21.2	20.8	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	53.5	53.5	142.2	50.3	15.8	84.5	20.9	20.9	21.2	20.8	21.1
LOS by Move:	D	D	D	F	D	B	F	C	C	C	C	C
HCM2kAvgQ:	1	35	35	7	33	4	18	4	4	2	4	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.072
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	52.7
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	46	2203	307	168	1284	87	136	322	27	319	271	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	2203	307	168	1284	87	136	322	27	319	271	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	48	2285	318	174	1332	90	141	334	28	331	281	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2285	318	174	1332	90	141	334	28	331	281	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2285	318	174	1332	90	141	334	28	331	281	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.68	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.85	0.15	2.00	1.00	1.00
Final Sat.:	1805	4471	623	1299	3350	227	1805	3291	276	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.51	0.13	0.40	0.40	0.08	0.10	0.10	0.09	0.15	0.20
Crit Moves:		****		****				****			****	
Green/Cycle:	0.12	0.48	0.48	0.45	0.45	0.45	0.11	0.11	0.11	0.14	0.14	0.23
Volume/Cap:	0.21	1.06	1.06	0.70	0.89	0.89	0.70	0.91	0.91	0.68	1.06	0.89
Delay/Veh:	35.9	60.9	60.9	23.9	29.4	29.4	49.3	64.7	64.7	40.7	112	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	60.9	60.9	23.9	29.4	29.4	49.3	64.7	64.7	40.7	112	55.9
LOS by Move:	D	E	E	C	C	C	D	E	E	D	F	E
HCM2kAvgQ:	1	39	39	5	23	23	5	9	9	6	14	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.187
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	113	526	267	90	92	27	16	734	34	131	974	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	526	267	90	92	27	16	734	34	131	974	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	133	619	314	106	108	32	19	864	40	154	1146	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	619	314	106	108	32	19	864	40	154	1146	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	619	314	106	108	32	19	864	40	154	1146	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.47	0.47	0.47	0.12	0.95	0.85	0.18	0.95	0.85
Lanes:	0.12	0.59	0.29	0.43	0.44	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	209	973	494	381	390	114	224	3610	1615	346	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.28	0.28	0.28	0.08	0.24	0.02	0.45	0.32	0.10
Crit Moves:		****								****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	1.19	1.19	1.19	0.52	0.52	0.52	0.22	0.64	0.07	1.19	0.85	0.26
Delay/Veh:	116.3	116	116.3	14.4	14.4	14.4	20.5	24.1	18.0	166.0	30.8	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.3	116	116.3	14.4	14.4	14.4	20.5	24.1	18.0	166.0	30.8	19.7
LOS by Move:	F	F	F	B	B	B	C	C	B	F	C	B
HCM2kAvgQ:	53	53	53	5	5	5	1	11	1	10	18	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: E[44.0]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	18	2	75	11	2	60	64	872	27	21	992	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	2	75	11	2	60	64	872	27	21	992	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	20	2	83	12	2	67	71	970	30	23	1103	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	2	83	12	2	67	71	970	30	23	1103	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1712	2281	485	1779	2293	552	1122	xxxx	xxxxx	1000	xxxx	xxxxx
Potent Cap.:	60	40	533	53	40	483	630	xxxx	xxxxx	700	xxxx	xxxxx
Move Cap.:	44	35	533	38	34	483	630	xxxx	xxxxx	700	xxxx	xxxxx
Volume/Cap:	0.46	0.06	0.16	0.32	0.07	0.14	0.11	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	1.1	xxxx	xxxxx	0.4	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.0	139.4	xxxx	xxxxx	11.4	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	*	*	B	F	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	42	xxxx	xxxxx	xxxx	xxxx	339	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.9	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	160.1	xxxx	xxxxx	xxxxx	xxxx	18.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	44.0			36.6			xxxxx			xxxxx		
ApproachLOS:	E			E			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	128	332	252	140	103	133	119	760	101	73	822	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	332	252	140	103	133	119	760	101	73	822	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	349	265	147	108	140	125	800	106	77	865	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	349	265	147	108	140	125	800	106	77	865	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	349	265	147	108	140	125	800	106	77	865	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.89	0.89	0.35	1.00	0.85	0.24	0.95	0.85	0.27	0.95	0.85
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1292	1919	1456	661	1900	1615	464	3610	1615	513	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.22	0.06	0.09	0.27	0.22	0.07	0.15	0.24	0.07
Crit Moves:				****			****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.25	0.44	0.44	0.54	0.14	0.21	0.54	0.44	0.13	0.30	0.48	0.13
Delay/Veh:	17.6	19.3	19.3	22.2	16.6	17.2	18.0	14.7	12.2	13.9	15.0	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	19.3	19.3	22.2	16.6	17.2	18.0	14.7	12.2	13.9	15.0	12.1
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	7	7	4	2	3	3	8	2	2	8	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	35.7
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	121	1828	158	186	1159	181	265	787	82	114	746	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1828	158	186	1159	181	265	787	82	114	746	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	124	1867	161	190	1184	185	271	804	84	116	762	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1867	161	190	1184	185	271	804	84	116	762	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1867	161	190	1184	185	271	804	84	116	762	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.76	0.24	2.00	2.59	0.41	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	3502	4717	408	3502	4397	687	3502	3224	336	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.05	0.27	0.27	0.08	0.25	0.25	0.03	0.21	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.43	0.43	0.06	0.41	0.41	0.09	0.27	0.27	0.06	0.24	0.30
Volume/Cap:	0.42	0.91	0.91	0.91	0.66	0.66	0.88	0.91	0.91	0.60	0.88	0.30
Delay/Veh:	40.1	30.1	30.1	81.0	22.3	22.3	64.0	44.2	44.2	46.6	42.9	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	30.1	30.1	81.0	22.3	22.3	64.0	44.2	44.2	46.6	42.9	24.6
LOS by Move:	D	C	C	F	C	C	E	D	D	D	D	C
HCM2kAvgQ:	2	24	24	5	12	12	7	17	17	3	14	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	84.5
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	2127	254	144	1585	26	76	301	41	337	275	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	2127	254	144	1585	26	76	301	41	337	275	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	86	2166	259	147	1614	26	77	307	42	343	280	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2166	259	147	1614	26	77	307	42	343	280	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2166	259	147	1614	26	77	307	42	343	280	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.60	0.16	0.08	0.45	0.02	0.05	0.08	0.03	0.19	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.49	0.64	0.07	0.50	0.50	0.13	0.13	0.13	0.15	0.28	0.28
Volume/Cap:	0.85	1.23	0.25	1.23	0.90	0.03	0.37	0.65	0.20	1.23	0.27	0.33
Delay/Veh:	92.5	133	7.7	202.4	29.0	12.8	40.8	44.6	39.3	172.0	27.9	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.5	133	7.7	202.4	29.0	12.8	40.8	44.6	39.3	172.0	27.9	28.6
LOS by Move:	F	F	A	F	C	B	D	D	D	F	C	C
HCM2kAvgQ:	5	63	3	10	27	0	3	6	1	21	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	45.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	112	735	384	180	271	59	39	567	148	308	592	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	735	384	180	271	59	39	567	148	308	592	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	114	748	391	183	276	60	40	577	151	313	602	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	748	391	183	276	60	40	577	151	313	602	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	748	391	183	276	60	40	577	151	313	602	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.55	0.55	0.55	0.31	0.92	0.92	0.32	0.92	0.92
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	265	1740	909	744	1120	244	597	2774	724	600	2892	620
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.25	0.25	0.25	0.07	0.21	0.21	0.52	0.21	0.21
Crit Moves:		****								****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	1.13	1.13	1.13	0.65	0.65	0.65	0.14	0.45	0.45	1.13	0.45	0.45
Delay/Veh:	86.9	86.9	86.9	14.7	14.7	14.7	8.0	9.4	9.4	108.3	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	86.9	86.9	14.7	14.7	14.7	8.0	9.4	9.4	108.3	9.4	9.4
LOS by Move:	F	F	F	B	B	B	A	A	A	F	A	A
HCM2kAvgQ:	24	24	24	5	5	5	0	4	4	13	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 17.0 Worst Case Level Of Service: F[555.6]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	52	0	12	27	0	71	41	1117	15	19	1230	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	0	12	27	0	71	41	1117	15	19	1230	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	53	0	12	28	0	73	42	1144	15	19	1260	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	0	12	28	0	73	42	1144	15	19	1260	56
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1905	2592	580	1984	2571	658	1317	xxxx	xxxxx	1160	xxxx	xxxxx
Potent Cap.:	43	25	463	37	26	411	532	xxxx	xxxxx	610	xxxx	xxxxx
Move Cap.:	32	23	463	33	23	411	532	xxxx	xxxxx	610	xxxx	xxxxx
Volume/Cap:	1.65	0.00	0.03	0.83	0.00	0.18	0.08	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	280.5	xxxx	xxxxx	12.3	xxxx	xxxxx	11.1	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	39	xxxxx	xxxx	xxxx	411	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	6.9	xxxxx	xxxxx	xxxx	0.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	556	xxxxx	xxxxx	xxxx	15.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	555.6			88.6			xxxxx			xxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.063
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 100 Level Of Service: B

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	157	1879	194	81	1273	91	165	904	94	99	599	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1879	194	81	1273	91	165	904	94	99	599	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	162	1935	200	83	1311	94	170	931	97	102	617	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1935	200	83	1311	94	170	931	97	102	617	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1935	200	83	1311	94	170	931	97	102	617	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.90	0.90	0.16	0.90	0.90	0.26	0.94	0.94	0.25	0.93	0.93
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	295	4636	479	295	4793	343	494	3224	335	469	3058	480
Capacity Analysis Module:												
Vol/Sat:	0.55	0.42	0.42	0.28	0.27	0.27	0.34	0.29	0.29	0.22	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	1.06	0.81	0.81	0.55	0.53	0.53	1.06	0.89	0.89	0.67	0.62	0.62
Delay/Veh:	102.9	12.0	12.0	12.3	8.3	8.3	105.9	25.1	25.1	25.7	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.9	12.0	12.0	12.3	8.3	8.3	105.9	25.1	25.1	25.7	15.4	15.4
LOS by Move:	F	B	B	B	A	A	F	C	C	C	B	B
HCM2kAvgQ:	7	13	13	2	6	6	8	12	12	3	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.8
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1	0	1	0	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	23	676	21	250	322	27	94	118	17	7	258	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	676	21	250	322	27	94	118	17	7	258	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	26	767	24	284	365	31	107	134	19	8	293	654
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	767	24	284	365	31	107	134	19	8	293	654
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	767	24	284	365	31	107	134	19	8	293	654
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.55	0.55	0.55	0.55	0.98	0.98	0.65	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	106	3116	97	869	1120	94	1036	1629	235	1243	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.33	0.33	0.33	0.10	0.08	0.08	0.01	0.15	0.40
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.66	0.66	0.66	0.87	0.87	0.87	0.22	0.18	0.18	0.01	0.33	0.87
Delay/Veh:	14.2	14.2	14.2	24.9	24.9	24.9	8.2	7.9	7.9	7.2	8.7	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	24.9	24.9	24.9	8.2	7.9	7.9	7.2	8.7	22.8
LOS by Move:	B	B	B	C	C	C	A	A	A	A	A	C
HCM2kAvgQ:	7	7	7	9	9	9	1	1	1	0	3	13

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.342
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	91.3
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	19	594	32	80	240	13	22	138	32	9	191	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	594	32	80	240	13	22	138	32	9	191	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	22	673	36	91	272	15	25	156	36	10	217	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	673	36	91	272	15	25	156	36	10	217	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	673	36	91	272	15	25	156	36	10	217	59
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	16	502	556	121	364	536	383	811	439	394	837	454
Capacity Analysis Module:												
Vol/Sat:	1.34	1.34	0.07	0.75	0.75	0.03	0.07	0.19	0.08	0.03	0.26	0.13
Crit Moves:	****				****			****			****	
Delay/Veh:	187.0	187	9.4	28.1	28.1	9.4	12.3	13.1	11.2	11.8	13.8	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.0	187	9.4	28.1	28.1	9.4	12.3	13.1	11.2	11.8	13.8	11.4
LOS by Move:	F	F	A	D	D	A	B	B	B	B	B	B
ApproachDel:	178.2			27.3			12.7			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	178.2			27.3			12.7			13.2		
LOS by Appr:	F			D			B			B		
AllWayAvgQ:	25.5	25.5	0.1	2.4	2.4	0.0	0.1	0.2	0.1	0.0	0.3	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 28.7 Worst Case Level Of Service: F[284.4]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0	0 0 1	0	1	0 0 0	1	0	0 0 0	0
Volume Module:												
Base Vol:	166	877	0	0	866	116	70	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	877	0	0	866	116	70	0	149	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	180	949	0	0	937	126	76	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	949	0	0	937	126	76	0	161	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1063	xxxx	xxxxx	xxxx	xxxx	xxxxx	2308	xxxx	1000	xxxx	xxxx	xxxxx
Potent Cap.:	663	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	xxxx	298	xxxx	xxxx	xxxxx
Move Cap.:	663	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	xxxx	298	xxxx	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	2.25	xxxx	0.54	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	8.6	xxxx	3.0	xxxx	xxxx	xxxxx
Control Del:	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	824.7	xxxx	30.5	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			284.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 90 Level Of Service: C

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0 0	1	0	1	0 0	1	0	1 0 0	1	0	1 0 2	0 1
Volume Module:												
Base Vol:	35	197	68	122	167	48	22	965	34	128	758	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	197	68	122	167	48	22	965	34	128	758	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	40	225	78	140	191	55	25	1104	39	146	867	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	225	78	140	191	55	25	1104	39	146	867	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	225	78	140	191	55	25	1104	39	146	867	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.96	0.96	0.46	0.97	0.97	0.32	1.00	1.00	0.12	0.95	0.85
Lanes:	1.00	0.74	0.26	1.00	0.78	0.22	1.00	0.97	0.03	1.00	2.00	1.00
Final Sat.:	882	1357	469	882	1427	410	616	1826	64	228	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.16	0.13	0.13	0.04	0.60	0.60	0.64	0.24	0.08
Crit Moves:		****								****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.26	0.96	0.96	0.92	0.78	0.78	0.06	0.91	0.91	0.96	0.36	0.12
Delay/Veh:	18.9	61.0	61.0	69.5	31.2	31.2	2.9	16.5	16.5	69.2	3.7	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	61.0	61.0	69.5	31.2	31.2	2.9	16.5	16.5	69.2	3.7	3.0
LOS by Move:	B	E	E	E	C	C	A	B	B	E	A	A
HCM2kAvgQ:	1	10	10	5	6	6	0	20	20	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	107	730	197	105	873	85	166	945	121	130	724	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	730	197	105	873	85	166	945	121	130	724	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	109	744	201	107	890	87	169	963	123	133	738	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	744	201	107	890	87	169	963	123	133	738	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	744	201	107	890	87	169	963	123	133	738	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.20	0.94	0.94	0.30	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	1.57	0.43	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	380	2752	743	380	3247	316	576	3610	1615	388	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.27	0.27	0.28	0.27	0.27	0.29	0.27	0.08	0.34	0.20	0.07
Crit Moves:	****									****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.72	0.68	0.68	0.70	0.69	0.69	0.67	0.61	0.17	0.78	0.46	0.16
Delay/Veh:	27.8	13.7	13.7	26.5	13.8	13.8	17.8	11.4	8.6	31.8	10.1	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	13.7	13.7	26.5	13.8	13.8	17.8	11.4	8.6	31.8	10.1	8.5
LOS by Move:	C	B	B	C	B	B	B	B	A	C	B	A
HCM2kAvgQ:	3	8	8	3	8	8	4	7	1	4	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.078
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	55.0
Optimal Cycle:	78	Level Of Service:	D

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	86	1739	75	90	1167	307	261	805	142	149	597	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1739	75	90	1167	307	261	805	142	149	597	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	90	1813	78	94	1217	320	272	839	148	155	623	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1813	78	94	1217	320	272	839	148	155	623	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1813	78	94	1217	320	272	839	148	155	623	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.88	0.88	0.95	0.89	0.89	0.95	0.88	0.88
Lanes:	1.00	2.88	0.12	1.00	2.38	0.62	1.00	2.55	0.45	1.00	2.32	0.68
Final Sat.:	1805	4943	213	1805	3979	1047	1805	4312	761	1805	3870	1141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.05	0.31	0.31	0.15	0.19	0.19	0.09	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.38	0.38	0.29	0.29	0.29	0.18	0.18	0.18	0.16	0.18	0.18
Volume/Cap:	0.31	0.97	0.97	0.42	1.07	1.07	0.83	1.07	1.07	0.54	0.91	0.91
Delay/Veh:	28.5	37.7	37.7	21.5	72.6	72.6	45.3	81.8	81.8	31.0	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	37.7	37.7	21.5	72.6	72.6	45.3	81.8	81.8	31.0	43.9	43.9
LOS by Move:	C	D	D	C	E	E	D	F	F	C	D	D
HCM2kAvgQ:	2	22	22	2	23	23	9	16	16	4	11	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	13	216	162	63	185	20	27	402	11	134	396	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	216	162	63	185	20	27	402	11	134	396	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	227	170	66	194	21	28	422	12	141	416	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	227	170	66	194	21	28	422	12	141	416	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	227	170	66	194	21	28	422	12	141	416	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.88	0.88	0.85	0.50	0.95	0.85	0.50	0.95	0.85
Lanes:	0.06	0.94	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	106	1756	1615	424	1244	1615	958	3610	1615	948	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.11	0.16	0.16	0.01	0.03	0.12	0.01	0.15	0.12	0.03
Crit Moves:					****					****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.30	0.30	0.24	0.36	0.36	0.03	0.07	0.29	0.02	0.36	0.28	0.08
Delay/Veh:	9.5	9.5	9.2	9.9	9.9	8.2	9.1	10.0	8.8	10.8	10.0	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.2	9.9	9.9	8.2	9.1	10.0	8.8	10.8	10.0	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	2	3	3	0	0	2	0	2	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	52	956	250	110	944	43	21	488	49	167	551	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	956	250	110	944	43	21	488	49	167	551	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	54	992	259	114	979	45	22	506	51	173	572	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	992	259	114	979	45	22	506	51	173	572	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	992	259	114	979	45	22	506	51	173	572	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.17	0.94	0.94	0.38	0.95	0.85	0.42	0.95	0.85
Lanes:	1.00	1.59	0.41	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	374	2773	725	317	3429	156	713	3610	1615	802	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.36	0.36	0.29	0.29	0.03	0.14	0.03	0.22	0.16	0.05
Crit Moves:				****						****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.30	0.75	0.75	0.75	0.60	0.60	0.08	0.39	0.09	0.60	0.44	0.14
Delay/Veh:	8.8	12.4	12.4	29.0	10.0	10.0	10.7	12.1	10.6	16.6	12.4	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	12.4	12.4	29.0	10.0	10.0	10.7	12.1	10.6	16.6	12.4	10.9
LOS by Move:	A	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	10	10	3	7	7	0	3	1	3	4	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	62	Level Of Service:	B

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	61	1642	103	117	1256	73	170	624	55	90	619	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1642	103	117	1256	73	170	624	55	90	619	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	68	1835	115	131	1403	82	190	697	61	101	692	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1835	115	131	1403	82	190	697	61	101	692	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1835	115	131	1403	82	190	697	61	101	692	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.90	0.90	0.17	0.90	0.90	0.31	0.95	0.85	0.30	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	331	4837	303	331	4863	283	580	3610	1615	572	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.38	0.38	0.40	0.29	0.29	0.33	0.19	0.04	0.18	0.19	0.04
Crit Moves:				****			****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.45	0.83	0.83	0.86	0.63	0.63	0.86	0.51	0.10	0.46	0.50	0.11
Delay/Veh:	11.3	14.3	14.3	48.3	10.8	10.8	41.6	12.2	10.0	13.2	12.2	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	14.3	14.3	48.3	10.8	10.8	41.6	12.2	10.0	13.2	12.2	10.1
LOS by Move:	B	B	B	D	B	B	D	B	B	B	B	B
HCM2kAvgQ:	1	13	13	5	7	7	6	5	1	2	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.3
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	58	281	143	58	244	50	55	1028	62	116	807	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	281	143	58	244	50	55	1028	62	116	807	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	61	294	150	61	255	52	58	1075	65	121	844	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	294	150	61	255	52	58	1075	65	121	844	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	294	150	61	255	52	58	1075	65	121	844	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.83	0.83	0.83	0.25	0.90	0.90	0.18	0.90	0.90
Lanes:	0.12	0.58	0.30	0.16	0.70	0.14	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	201	974	496	259	1090	223	473	4848	292	348	4643	472
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.23	0.23	0.23	0.12	0.22	0.22	0.35	0.18	0.18
Crit Moves:		****								****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.71	0.71	0.71	0.55	0.55	0.55	0.25	0.45	0.45	0.71	0.37	0.37
Delay/Veh:	26.8	26.8	26.8	22.4	22.4	22.4	15.2	16.6	16.6	32.4	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	26.8	26.8	22.4	22.4	22.4	15.2	16.6	16.6	32.4	15.8	15.8
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	14	14	14	9	9	9	1	8	8	4	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	50	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	48	1056	171	129	920	81	89	1038	111	134	821	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1056	171	129	920	81	89	1038	111	134	821	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	51	1116	181	136	973	86	94	1097	117	142	868	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1116	181	136	973	86	94	1097	117	142	868	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1116	181	136	973	86	94	1097	117	142	868	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.18	0.94	0.94	0.23	0.90	0.90	0.20	0.89	0.89
Lanes:	1.00	1.72	0.28	1.00	1.84	0.16	1.00	2.71	0.29	1.00	2.65	0.35
Final Sat.:	346	3042	493	346	3278	289	439	4616	494	380	4511	588
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.39	0.30	0.30	0.21	0.24	0.24	0.37	0.19	0.19
Crit Moves:				****						****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.33	0.83	0.83	0.90	0.67	0.67	0.54	0.59	0.59	0.93	0.48	0.48
Delay/Veh:	10.5	16.4	16.4	56.9	12.3	12.3	14.7	12.3	12.3	67.3	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	16.4	16.4	56.9	12.3	12.3	14.7	12.3	12.3	67.3	11.3	11.3
LOS by Move:	B	B	B	E	B	B	B	B	B	E	B	B
HCM2kAvgQ:	1	12	12	5	8	8	2	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	69	Level Of Service:	C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	132	1380	112	158	1103	87	189	1058	15	61	844	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1380	112	158	1103	87	189	1058	15	61	844	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	1454	118	166	1162	92	199	1115	16	64	889	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1454	118	166	1162	92	199	1115	16	64	889	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1454	118	166	1162	92	199	1115	16	64	889	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4755	375	3502	5104	72	3502	4587	522
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.24	0.24	0.00	0.22	0.22	0.00	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.42	0.42	0.07	0.41	0.41	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.32	0.72	0.72	0.72	0.60	0.60	0.48	0.72	0.72	0.37	0.71	0.71
Delay/Veh:	40.5	25.2	25.2	56.7	23.9	23.9	41.9	32.9	32.9	47.3	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	25.2	25.2	56.7	23.9	23.9	41.9	32.9	32.9	47.3	34.7	34.7
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	16	16	4	11	11	4	13	13	1	11	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	26	420	38	100	268	43	48	1185	13	70	894	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	420	38	100	268	43	48	1185	13	70	894	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	30	482	44	115	308	49	55	1361	15	80	1026	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	482	44	115	308	49	55	1361	15	80	1026	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	482	44	115	308	49	55	1361	15	80	1026	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.62	0.62	0.62	0.20	0.95	0.85	0.20	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.66	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	106	1718	1615	286	767	123	374	3610	1615	374	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.03	0.40	0.40	0.40	0.15	0.38	0.01	0.21	0.28	0.03
Crit Moves:					****			****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.65	0.65	0.06	0.93	0.93	0.93	0.36	0.93	0.02	0.53	0.70	0.07
Delay/Veh:	13.1	13.1	8.3	36.5	36.5	36.5	11.8	24.4	8.9	14.6	13.8	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	8.3	36.5	36.5	36.5	11.8	24.4	8.9	14.6	13.8	9.1
LOS by Move:	B	B	A	D	D	D	B	C	A	B	B	A
HCM2kAvgQ:	7	7	0	12	12	12	1	16	0	2	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	99	Level Of Service:	C

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1	0	1 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	102	1110	210	119	952	157	161	1127	58	146	816	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1110	210	119	952	157	161	1127	58	146	816	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	105	1138	215	122	976	161	165	1156	59	150	837	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1138	215	122	976	161	165	1156	59	150	837	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1138	215	122	976	161	165	1156	59	150	837	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.93	0.93	0.21	0.93	0.93	0.26	0.95	0.85	0.18	0.95	0.85
Lanes:	1.00	1.68	0.32	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	390	2963	561	390	3034	500	494	3610	1615	338	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.38	0.38	0.31	0.32	0.32	0.33	0.32	0.04	0.44	0.23	0.12
Crit Moves:		****								****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.69	0.98	0.98	0.80	0.82	0.82	0.74	0.71	0.08	0.98	0.52	0.27
Delay/Veh:	25.2	35.7	35.7	39.2	17.9	17.9	24.1	12.6	7.9	81.7	10.1	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	35.7	35.7	39.2	17.9	17.9	24.1	12.6	7.9	81.7	10.1	8.8
LOS by Move:	C	D	D	D	B	B	C	B	A	F	B	A
HCM2kAvgQ:	3	19	19	4	11	11	4	9	1	6	5	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.024
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	78.0
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	89	1421	174	122	991	149	160	1261	74	104	731	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1421	174	122	991	149	160	1261	74	104	731	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	90	1443	177	124	1006	151	162	1280	75	106	742	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1443	177	124	1006	151	162	1280	75	106	742	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1443	177	124	1006	151	162	1280	75	106	742	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.91	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.67	0.33	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4547	557	1728	4419	664	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.07	0.23	0.23	0.09	0.35	0.05	0.06	0.21	0.05
Crit Moves:		****		****				****				
Green/Cycle:	0.13	0.28	0.28	0.21	0.21	0.21	0.31	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.38	1.15	1.15	0.56	1.08	1.08	0.47	1.15	0.15	0.44	0.67	0.16
Delay/Veh:	30.6	101	101.3	28.3	82.3	82.3	20.7	102	18.9	31.2	24.2	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	101	101.3	28.3	82.3	82.3	20.7	102	18.9	31.2	24.2	19.0
LOS by Move:	C	F	F	C	F	F	C	F	B	C	C	B
HCM2kAvgQ:	2	27	27	3	18	18	4	30	1	3	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	6.1
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	22	1255	34	80	1108	14	74	111	18	51	58	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1255	34	80	1108	14	74	111	18	51	58	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	22	1269	34	81	1120	14	75	112	18	52	59	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1269	34	81	1120	14	75	112	18	52	59	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1269	34	81	1120	14	75	112	18	52	59	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.95	0.95	0.17	0.95	0.95	0.68	0.98	0.98	0.79	0.79	0.85
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	1.00	0.86	0.14	0.47	0.53	1.00
Final Sat.:	422	3501	95	333	3558	45	1298	1601	260	701	797	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.24	0.31	0.31	0.06	0.07	0.07	0.07	0.07	0.04
Crit Moves:		****									****	
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.08	0.53	0.53	0.36	0.46	0.46	0.36	0.44	0.44	0.46	0.46	0.23
Delay/Veh:	2.8	4.2	4.2	4.4	3.9	3.9	19.8	20.0	20.0	20.4	20.4	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	4.2	4.2	4.4	3.9	3.9	19.8	20.0	20.0	20.4	20.4	18.8
LOS by Move:	A	A	A	A	A	A	B	C	C	C	C	B
HCM2kAvgQ:	0	6	6	1	5	5	1	2	2	2	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	85	368	163	64	280	39	63	1192	43	153	1017	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	368	163	64	280	39	63	1192	43	153	1017	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	89	385	171	67	293	41	66	1247	45	160	1064	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	385	171	67	293	41	66	1247	45	160	1064	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	385	171	67	293	41	66	1247	45	160	1064	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.91	0.91	0.24	0.93	0.93	0.23	0.95	0.85	0.18	0.95	0.85
Lanes:	1.00	1.39	0.61	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	849	2387	1057	450	3112	433	435	3610	1615	338	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.15	0.09	0.09	0.15	0.35	0.03	0.47	0.29	0.03
Crit Moves:		****								****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.45	0.69	0.69	0.64	0.40	0.40	0.22	0.50	0.04	0.69	0.43	0.04
Delay/Veh:	34.4	37.5	37.5	46.6	32.7	32.7	6.2	7.7	5.1	17.9	7.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	37.5	37.5	46.6	32.7	32.7	6.2	7.7	5.1	17.9	7.1	5.1
LOS by Move:	C	D	D	D	C	C	A	A	A	B	A	A
HCM2kAvgQ:	3	9	9	3	5	5	1	10	0	4	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.7
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	71	1120	161	85	832	65	62	1356	66	72	1132	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1120	161	85	832	65	62	1356	66	72	1132	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	73	1153	166	88	857	67	64	1396	68	74	1166	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1153	166	88	857	67	64	1396	68	74	1166	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1153	166	88	857	67	64	1396	68	74	1166	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.09	0.94	0.94	0.10	0.95	0.85	0.10	0.95	0.85
Lanes:	1.00	1.75	0.25	1.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	418	3096	445	179	3312	259	181	3610	1615	181	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.37	0.49	0.26	0.26	0.35	0.39	0.04	0.41	0.32	0.05
Crit Moves:				****						****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.35	0.74	0.74	0.98	0.52	0.52	0.84	0.92	0.10	0.98	0.77	0.13
Delay/Veh:	16.1	21.6	21.6	112.5	17.1	17.1	80.3	37.1	17.7	124.7	27.4	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	21.6	21.6	112.5	17.1	17.1	80.3	37.1	17.7	124.7	27.4	17.9
LOS by Move:	B	C	C	F	B	B	F	D	B	F	C	B
HCM2kAvgQ:	2	18	18	6	10	10	4	26	1	5	18	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.156
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	59.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	103	1458	196	101	957	122	166	1288	130	147	1030	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1458	196	101	957	122	166	1288	130	147	1030	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	107	1508	203	104	990	126	172	1332	134	152	1065	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1508	203	104	990	126	172	1332	134	152	1065	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1508	203	104	990	126	172	1332	134	152	1065	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.89	0.89	0.09	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.64	0.36	1.00	2.66	0.34	1.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	388	4490	604	162	4522	577	1805	4646	469	1805	4604	505
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.34	0.65	0.22	0.22	0.10	0.29	0.29	0.08	0.23	0.23
Crit Moves:				****				****		****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.09	0.25	0.25	0.07	0.23	0.23
Volume/Cap:	0.49	0.60	0.60	1.16	0.39	0.39	1.02	1.16	1.16	1.16	1.02	1.02
Delay/Veh:	15.1	15.0	15.0	165.0	12.5	12.5	119.3	117	117.3	173.0	69.6	69.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.0	15.0	165.0	12.5	12.5	119.3	117	117.3	173.0	69.6	69.6
LOS by Move:	B	B	B	F	B	B	F	F	F	F	E	E
HCM2kAvgQ:	3	13	13	8	7	7	10	29	29	10	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	65	495	176	65	490	56	97	1255	75	173	1084	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	495	176	65	490	56	97	1255	75	173	1084	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	69	528	188	69	522	60	103	1338	80	184	1156	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	528	188	69	522	60	103	1338	80	184	1156	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	528	188	69	522	60	103	1338	80	184	1156	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.85	0.40	0.94	0.94	0.21	0.95	0.85	0.16	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	760	3610	1615	760	3191	365	390	3610	1615	296	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.12	0.09	0.16	0.16	0.27	0.37	0.05	0.62	0.32	0.06
Crit Moves:					****					****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.46	0.73	0.58	0.46	0.82	0.82	0.41	0.58	0.08	0.97	0.50	0.10
Delay/Veh:	19.8	22.6	20.8	19.8	26.6	26.6	5.5	5.5	3.4	65.6	4.9	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	22.6	20.8	19.8	26.6	26.6	5.5	5.5	3.4	65.6	4.9	3.5
LOS by Move:	B	C	C	B	C	C	A	A	A	E	A	A
HCM2kAvgQ:	2	6	4	2	7	7	1	7	1	7	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	103	1085	262	127	861	97	113	1096	61	83	754	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1085	262	127	861	97	113	1096	61	83	754	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	107	1127	272	132	894	101	117	1138	63	86	783	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1127	272	132	894	101	117	1138	63	86	783	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1127	272	132	894	101	117	1138	63	86	783	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.95	0.85	0.16	0.95	0.85	0.23	0.94	0.94	0.10	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	456	3610	1615	304	3610	1615	429	3392	189	193	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.31	0.17	0.43	0.25	0.06	0.27	0.34	0.34	0.45	0.22	0.07
Crit Moves:				****						****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.52	0.69	0.37	0.96	0.55	0.14	0.59	0.72	0.72	0.96	0.46	0.15
Delay/Veh:	21.9	23.0	18.3	90.1	20.3	16.1	24.0	22.9	22.9	106.4	18.3	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	23.0	18.3	90.1	20.3	16.1	24.0	22.9	22.9	106.4	18.3	15.4
LOS by Move:	C	C	B	F	C	B	C	C	C	F	B	B
HCM2kAvgQ:	3	15	6	7	11	2	4	16	16	5	9	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.271
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	69.1
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	59	1485	125	109	939	197	147	1237	82	114	767	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1485	125	109	939	197	147	1237	82	114	767	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	60	1508	127	111	953	200	149	1256	83	116	779	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1508	127	111	953	200	149	1256	83	116	779	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1508	127	111	953	200	149	1256	83	116	779	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.09	0.89	0.89	0.95	0.95	0.85	0.66	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	334	4727	398	178	4176	876	1805	3610	1615	1258	2941	579
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.62	0.23	0.23	0.08	0.35	0.05	0.09	0.26	0.26
Crit Moves:				****				****		****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.13	0.29	0.29	0.21	0.21	0.21
Volume/Cap:	0.34	0.61	0.61	1.19	0.44	0.44	0.62	1.19	0.18	0.69	1.24	1.24
Delay/Veh:	13.8	15.7	15.7	176.1	13.6	13.6	41.7	128	24.0	40.2	154	154.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	15.7	15.7	176.1	13.6	13.6	41.7	128	24.0	40.2	154	154.2
LOS by Move:	B	B	B	F	B	B	D	F	C	D	F	F
HCM2kAvgQ:	1	12	12	8	7	7	5	35	2	4	28	28

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	180	587	84	184	440	143	79	1140	93	126	1064	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	587	84	184	440	143	79	1140	93	126	1064	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	190	620	89	194	465	151	83	1204	98	133	1124	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	620	89	194	465	151	83	1204	98	133	1124	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	620	89	194	465	151	83	1204	98	133	1124	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.05	0.00	0.13	0.09	0.05	0.23	0.06	0.07	0.22	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.23	0.27	0.27	0.17	0.24	0.24	0.10	0.33	0.33	0.34	0.34	0.51
Volume/Cap:	0.46	0.64	0.20	0.64	0.53	0.39	0.46	0.69	0.18	0.50	0.64	0.17
Delay/Veh:	34.2	33.6	28.4	43.0	33.6	32.4	44.3	30.1	23.7	24.9	28.5	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	33.6	28.4	43.0	33.6	32.4	44.3	30.1	23.7	24.9	28.5	13.3
LOS by Move:	C	C	C	D	C	C	D	C	C	C	C	B
HCM2kAvgQ:	5	10	2	7	7	4	3	13	2	4	11	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.073
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.6
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	221	1174	245	90	886	120	131	1020	40	181	1052	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1174	245	90	886	120	131	1020	40	181	1052	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	224	1191	248	91	899	122	133	1034	41	184	1067	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1191	248	91	899	122	133	1034	41	184	1067	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	1191	248	91	899	122	133	1034	41	184	1067	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.89	0.89	0.95	0.89	0.89	0.95	0.90	0.90	0.77	0.91	0.85
Lanes:	1.00	2.48	0.52	1.00	2.64	0.36	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	429	4180	872	1805	4486	608	1805	4961	195	1458	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.52	0.28	0.28	0.05	0.20	0.20	0.07	0.21	0.21	0.13	0.21	0.06
Crit Moves:	****			****				****		****		
Green/Cycle:	0.50	0.50	0.50	0.05	0.55	0.55	0.28	0.20	0.20	0.33	0.22	0.27
Volume/Cap:	1.05	0.57	0.57	1.01	0.37	0.37	0.61	1.05	1.05	0.73	0.95	0.24
Delay/Veh:	101.7	18.1	18.1	145.4	13.0	13.0	34.9	83.5	83.5	38.0	54.6	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.7	18.1	18.1	145.4	13.0	13.0	34.9	83.5	83.5	38.0	54.6	29.0
LOS by Move:	F	B	B	F	B	B	C	F	F	D	D	C
HCM2kAvgQ:	12	12	12	6	6	6	5	19	19	7	16	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	181	0	472	0	0	0	0	1332	62	90	1119	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	0	472	0	0	0	0	1332	62	90	1119	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	189	0	493	0	0	0	0	1390	65	94	1168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	0	493	0	0	0	0	1390	65	94	1168	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	0	493	0	0	0	0	1390	65	94	1168	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.12	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4922	229	226	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.31	0.00	0.00	0.00	0.00	0.28	0.28	0.42	0.23	0.00
Crit Moves:			****							****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.33	0.00	0.78	0.00	0.00	0.00	0.00	0.53	0.53	0.78	0.42	0.00
Delay/Veh:	21.7	0.0	33.2	0.0	0.0	0.0	0.0	15.6	15.6	46.6	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	0.0	33.2	0.0	0.0	0.0	0.0	15.6	15.6	46.6	14.3	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	4	0	15	0	0	0	0	11	11	4	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	58	1286	451	101	810	184	342	1132	136	206	926	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1286	451	101	810	184	342	1132	136	206	926	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	59	1299	456	102	818	186	345	1143	137	208	935	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1299	456	102	818	186	345	1143	137	208	935	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1299	456	102	818	186	345	1143	137	208	935	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.88	0.88	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.22	0.78	1.00	2.44	0.56	2.00	2.68	0.32	2.00	3.00	1.00
Final Sat.:	1805	3690	1294	1805	4108	933	3502	4557	547	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.00	0.20	0.20	0.00	0.25	0.25	0.00	0.18	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.41	0.41	0.07	0.38	0.38	0.13	0.29	0.29	0.11	0.23	0.23
Volume/Cap:	0.24	0.86	0.86	0.86	0.52	0.52	0.77	0.86	0.86	0.54	0.77	0.29
Delay/Veh:	39.1	30.5	30.5	88.1	24.1	24.1	50.1	38.4	38.4	43.8	38.8	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	30.5	30.5	88.1	24.1	24.1	50.1	38.4	38.4	43.8	38.8	31.9
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	C
HCM2kAvgQ:	2	21	21	5	9	9	7	16	16	4	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	68	701	64	100	577	261	119	266	26	41	391	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	701	64	100	577	261	119	266	26	41	391	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	74	766	70	109	631	285	130	291	28	45	427	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	766	70	109	631	285	130	291	28	45	427	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	766	70	109	631	285	130	291	28	45	427	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.94	0.94	0.28	0.91	0.91	0.38	0.94	0.94	0.55	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.38	0.62	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	466	3265	298	523	2369	1072	720	3246	317	1053	2794	707
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.21	0.27	0.27	0.18	0.09	0.09	0.04	0.15	0.15
Crit Moves:					****		****					
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.31	0.45	0.45	0.41	0.52	0.52	0.52	0.26	0.26	0.12	0.44	0.44
Delay/Veh:	9.1	9.3	9.3	9.9	9.8	9.8	17.3	14.0	14.0	13.4	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.3	9.3	9.9	9.8	9.8	17.3	14.0	14.0	13.4	15.2	15.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	5	5	2	6	6	3	2	2	1	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	95	Level Of Service:	B

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	234	1428	88	60	1111	135	119	232	192	77	241	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1428	88	60	1111	135	119	232	192	77	241	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	240	1466	90	62	1141	139	122	238	197	79	247	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1466	90	62	1141	139	122	238	197	79	247	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1466	90	62	1141	139	122	238	197	79	247	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.90	0.90	0.14	0.90	0.90	0.41	0.89	0.89	0.27	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.67	0.33	1.00	1.09	0.91	1.00	1.53	0.47
Final Sat.:	363	4842	298	260	4551	553	777	1841	1524	515	2665	818
Capacity Analysis Module:												
Vol/Sat:	0.66	0.30	0.30	0.24	0.25	0.25	0.16	0.13	0.13	0.15	0.09	0.09
Crit Moves:	****						****					
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.89	0.41	0.41	0.32	0.34	0.34	0.89	0.73	0.73	0.87	0.53	0.53
Delay/Veh:	38.1	4.8	4.8	5.3	4.4	4.4	85.9	43.6	43.6	94.3	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	4.8	4.8	5.3	4.4	4.4	85.9	43.6	43.6	94.3	38.2	38.2
LOS by Move:	D	A	A	A	A	A	F	D	D	F	D	D
HCM2kAvgQ:	9	7	7	1	5	5	6	8	8	5	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	251	725	184	113	473	150	69	450	55	86	649	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	725	184	113	473	150	69	450	55	86	649	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	268	773	196	120	504	160	74	480	59	92	692	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	773	196	120	504	160	74	480	59	92	692	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	773	196	120	504	160	74	480	59	92	692	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.92	0.92	0.25	0.92	0.92	0.23	0.95	0.85	0.39	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	701	2793	709	466	2642	838	441	3610	1615	747	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.38	0.28	0.28	0.26	0.19	0.19	0.17	0.13	0.04	0.12	0.19	0.08
Crit Moves:	****										****	
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.66	0.48	0.48	0.45	0.33	0.33	0.58	0.46	0.13	0.42	0.66	0.28
Delay/Veh:	12.7	7.6	7.6	8.4	6.7	6.7	24.5	17.8	15.8	18.6	20.3	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	7.6	7.6	8.4	6.7	6.7	24.5	17.8	15.8	18.6	20.3	16.8
LOS by Move:	B	A	A	A	A	A	C	B	B	B	C	B
HCM2kAvgQ:	5	6	6	2	4	4	2	4	1	2	7	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	172	1352	114	93	1020	150	156	403	188	124	392	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	1352	114	93	1020	150	156	403	188	124	392	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	193	1521	128	105	1147	169	175	453	211	139	441	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1521	128	105	1147	169	175	453	211	139	441	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1521	128	105	1147	169	175	453	211	139	441	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.90	0.90	0.10	0.89	0.89	0.29	0.90	0.90	0.23	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.62	0.38	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	312	4726	399	196	4436	652	553	2343	1093	443	2649	831
Capacity Analysis Module:												
Vol/Sat:	0.62	0.32	0.32	0.53	0.26	0.26	0.32	0.19	0.19	0.32	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.02	0.53	0.53	0.88	0.42	0.42	1.02	0.62	0.62	1.01	0.53	0.53
Delay/Veh:	90.2	11.5	11.5	63.5	10.4	10.4	108.3	30.6	30.6	114.5	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	11.5	11.5	63.5	10.4	10.4	108.3	30.6	30.6	114.5	29.0	29.0
LOS by Move:	F	B	B	E	B	B	F	C	C	F	C	C
HCM2kAvgQ:	11	11	11	5	8	8	10	10	10	8	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	47	Level Of Service:	B

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	90	1602	173	47	1157	145	233	509	152	36	168	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1602	173	47	1157	145	233	509	152	36	168	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	93	1648	178	48	1190	149	240	524	156	37	173	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1648	178	48	1190	149	240	524	156	37	173	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1648	178	48	1190	149	240	524	156	37	173	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.90	0.90	0.09	0.89	0.89	0.62	1.00	0.85	0.20	0.93	0.93
Lanes:	1.00	2.71	0.29	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	268	4611	498	163	4531	568	1178	1900	1615	380	2910	606
Capacity Analysis Module:												
Vol/Sat:	0.35	0.36	0.36	0.30	0.26	0.26	0.20	0.28	0.10	0.10	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.67	0.69	0.69	0.58	0.51	0.51	0.51	0.69	0.24	0.25	0.15	0.15
Delay/Veh:	28.4	17.3	17.3	24.5	14.6	14.6	21.5	25.4	18.3	19.0	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	17.3	17.3	24.5	14.6	14.6	21.5	25.4	18.3	19.0	17.5	17.5
LOS by Move:	C	B	B	C	B	B	C	C	B	B	B	B
HCM2kAvgQ:	3	15	15	2	9	9	6	13	3	1	2	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1131	0	0	1353	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1131	0	0	1353	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1131	0	0	1353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1131	0	0	1353	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1131	0	0	1353	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.37	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.1	0.0	0.0	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.1	0.0	0.0	2.4	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	13	0	0	5	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.1
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1131	0	0	1353	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1131	0	0	1353	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1131	0	0	1353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1131	0	0	1353	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1131	0	0	1353	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.37	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.1
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1131	0	0	1353	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1131	0	0	1353	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1131	0	0	1353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1131	0	0	1353	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1131	0	0	1353	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.37	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec):	0	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Street Name:	Canoga Ave						Busway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	5	0	0
Lanes:	0 0	1	0 1	0 0	1	0 0	0 0	0	0 0	1	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Street Name:	Canoga AVe						MOL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	10
Lanes:	0 0	2	1 0	1	0 2	0 0	0 0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.431
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	117.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	164	1726	95	177	2213	776	336	704	146	88	314	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1726	95	177	2213	776	336	704	146	88	314	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	1817	100	186	2329	817	354	741	154	93	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1817	100	186	2329	817	354	741	154	93	331	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1817	100	186	2329	817	354	741	154	93	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.37	0.93	0.93	0.17	1.00	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	4877	268	1805	3610	1615	709	2912	604	319	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.10	0.65	0.51	0.50	0.25	0.25	0.29	0.17	0.10
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.41	0.41	0.11	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.46
Volume/Cap:	1.43	0.92	0.92	0.92	1.43	1.12	1.43	0.73	0.73	0.83	0.50	0.23
Delay/Veh:	276.7	32.4	32.4	80.6	222	96.7	244.9	27.9	27.9	65.6	23.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	276.7	32.4	32.4	80.6	222	96.7	244.9	27.9	27.9	65.6	23.7	14.7
LOS by Move:	F	C	C	F	F	F	F	C	C	E	C	B
HCM2kAvgQ:	13	23	23	9	80	37	25	13	13	5	7	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.357
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	187.7
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	67	1479	139	144	2096	82	260	582	62	185	517	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1479	139	144	2096	82	260	582	62	185	517	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	1557	146	152	2206	86	274	613	65	195	544	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1557	146	152	2206	86	274	613	65	195	544	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1557	146	152	2206	86	274	613	65	195	544	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	1.92	0.08	1.00	1.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	4680	440	1805	3453	135	1805	3217	343	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.08	0.64	0.64	0.15	0.19	0.19	0.06	0.29	0.11
Crit Moves:					****				****		****	
Green/Cycle:	0.11	0.41	0.41	0.41	0.41	0.41	0.12	0.12	0.12	0.18	0.18	0.29
Volume/Cap:	0.35	0.80	0.80	0.56	1.57	1.57	1.25	1.57	1.57	0.30	1.57	0.37
Delay/Veh:	38.1	25.5	25.5	23.7	286	286.1	183.7	307	306.6	32.1	306	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	25.5	25.5	23.7	286	286.1	183.7	307	306.6	32.1	306	26.1
LOS by Move:	D	C	C	C	F	F	F	F	F	C	F	C
HCM2kAvgQ:	2	17	17	4	88	88	17	27	27	3	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.488
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	89.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0	0 1!	0	0	0 1!	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	77	143	293	198	342	21	19	797	61	370	926	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	143	293	198	342	21	19	797	61	370	926	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	151	308	208	360	22	20	839	64	389	975	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	151	308	208	360	22	20	839	64	389	975	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	151	308	208	360	22	20	839	64	389	975	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.54	0.54	0.54	0.21	0.95	0.85	0.26	0.95	0.85
Lanes:	0.15	0.28	0.57	0.35	0.61	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	220	409	838	362	625	38	405	3610	1615	500	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.58	0.58	0.58	0.05	0.23	0.04	0.78	0.27	0.04
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.95	0.95	0.95	1.49	1.49	1.49	0.09	0.44	0.08	1.49	0.52	0.08
Delay/Veh:	52.5	52.5	52.5	260.2	260	260.2	10.9	13.5	10.7	260.3	14.2	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	52.5	52.5	260.2	260	260.2	10.9	13.5	10.7	260.3	14.2	10.7
LOS by Move:	D	D	D	F	F	F	B	B	B	F	B	B
HCM2kAvgQ:	20	20	20	42	42	42	0	8	1	28	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[220.5]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	1	0	0 1	0	1	0 2	0 1	0	2 0 1
Volume Module:												
Base Vol:	1	4	7	0	2	0	2	1319	14	1	1316	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	7	0	2	0	2	1319	14	1	1316	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	4	7	0	2	0	2	1388	15	1	1385	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	4	7	0	2	0	2	1388	15	1	1385	13
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2088	2793	694	2088	2795	693	1398	xxxx	xxxxx	1403	xxxx	xxxxx
Potent Cap.:	31	19	390	31	19	391	495	xxxx	xxxxx	493	xxxx	xxxxx
Move Cap.:	28	19	390	25	19	391	495	xxxx	xxxxx	493	xxxx	xxxxx
Volume/Cap:	0.04	0.22	0.02	0.00	0.11	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.4	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx	12.3	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	20	xxxx	xxxxx	xxxx	xxxx	19	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	238.5	xxxx	xxxxx	xxxxx	xxxx	220.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	107.8			220.5			xxxxx			xxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.0
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	130	356	181	409	198	71	873	205	205	940	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	130	356	181	409	198	71	873	205	205	940	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	137	375	191	431	208	75	919	216	216	989	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	208	75	919	216	216	989	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	137	375	191	431	208	75	919	216	216	989	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.85	0.85	0.35	1.00	0.85	0.24	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	326	1606	1606	674	1900	1615	452	3610	1615	498	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.46	0.09	0.23	0.28	0.23	0.13	0.17	0.25	0.13	0.43	0.27	0.10
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.98	0.18	0.50	0.60	0.49	0.28	0.37	0.57	0.30	0.98	0.62	0.22
Delay/Veh:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	8	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.145
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	78.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	231	1456	164	129	1916	122	325	1096	136	298	952	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1456	164	129	1916	122	325	1096	136	298	952	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.82	0.18	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4833	308	3502	3160	392	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.36	0.36	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.14	0.92	0.92	0.64	1.14	1.14	0.95	1.14	1.14	1.14	0.95	0.20
Delay/Veh:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	20.3
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	8	33	33	10	19	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.478
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	196.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	1591	280	72	2314	15	93	573	42	644	153	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1591	280	72	2314	15	93	573	42	644	153	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1675	295	76	2436	16	98	603	44	678	161	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	295	76	2436	16	98	603	44	678	161	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1675	295	76	2436	16	98	603	44	678	161	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.18	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.04	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.42	0.66	0.05	0.42	0.42	0.13	0.13	0.13	0.24	0.37	0.37
Volume/Cap:	0.48	1.09	0.28	0.84	1.59	0.02	0.47	1.29	0.21	1.59	0.12	0.08
Delay/Veh:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	20.8
LOS by Move:	D	F	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	4	98	0	3	21	1	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.378
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	97.8
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	305	64	660	26	16	661	154	422	771	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	305	64	660	26	16	661	154	422	771	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	321	67	695	27	17	696	162	444	812	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	321	67	695	27	17	696	162	444	812	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	321	67	695	27	17	696	162	444	812	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.64	0.64	0.64	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.19	0.99	0.82	0.17	1.76	0.07	1.00	1.62	0.38	1.00	1.82	0.18
Final Sat.:	214	1077	893	206	2124	84	532	2846	663	557	3243	320
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.24	0.24	0.80	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.38	1.38	1.38	1.25	1.25	1.25	0.05	0.42	0.42	1.38	0.43	0.43
Delay/Veh:	199.5	199	199.5	145.1	145	145.1	4.7	6.0	6.0	199.1	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.5	199	199.5	145.1	145	145.1	4.7	6.0	6.0	199.1	6.1	6.1
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	23	23	23	20	20	20	0	4	4	24	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[74.4]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	9	1	21	31	0	25	58	910	16	11	936	46
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	9	1	21	31	0	25	58	910	16	11	936	46
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	9	1	22	33	0	26	61	958	17	12	985	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	1	22	33	0	26	61	958	17	12	985	48
Critical Gap Module:												
Critical Gp:	7.5 6.5	6.9		7.5 6.5	6.9		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1604 2145	487		1634 2129	517		1034 xxxx	xxxxx		975 xxxx	xxxxx	
Potent Cap.:	72 49	532		68 50	509		680 xxxx	xxxxx		716 xxxx	xxxxx	
Move Cap.:	63 44	532		59 45	509		680 xxxx	xxxxx		716 xxxx	xxxxx	
Volume/Cap:	0.15 0.02	0.04		0.55 0.00	0.05		0.09 xxxx	xxxx		0.02 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		2.2 xxxx	xxxxx		0.3 xxxx	xxxxx		0.0 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		124.3 xxxx	xxxxx		10.8 xxxx	xxxxx		10.1 xxxx	xxxxx	
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 151	xxxxx		xxxx xxxx	509		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 0.8	xxxxx		xxxxx xxxx	0.2		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx 35.4	xxxxx		xxxxx xxxx	12.5		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* E	*		* B	*		*	*		*	*	
ApproachDel:	35.4			74.4			xxxxxx			xxxxxx		
ApproachLOS:	E			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: 100 Level Of Service: E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20 20	20		20 20	20		8 8	8		8 8	8	
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	149 1524	126		164 2098	248		124 956	135		197 928	118	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	149 1524	126		164 2098	248		124 956	135		197 928	118	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	157 1604	133		173 2208	261		131 1006	142		207 977	124	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	157 1604	133		173 2208	261		131 1006	142		207 977	124	
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	157 1604	133		173 2208	261		131 1006	142		207 977	124	
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.20 0.90	0.90		0.20 0.90	0.90		0.18 0.93	0.93		0.18 0.93	0.93	
Lanes:	1.00 2.77	0.23		1.00 2.68	0.32		1.00 1.75	0.25		1.00 1.77	0.23	
Final Sat.:	380 4738	392		380 4564	540		346 3103	438		346 3148	400	
Capacity Analysis Module:												
Vol/Sat:	0.41 0.34	0.34		0.45 0.48	0.48		0.38 0.32	0.32		0.60 0.31	0.31	
Crit Moves:				****						****		
Green/Cycle:	0.40 0.40	0.40		0.40 0.40	0.40		0.44 0.44	0.44		0.44 0.44	0.44	
Volume/Cap:	1.03 0.85	0.85		1.14 1.21	1.21		0.86 0.74	0.74		1.36 0.71	0.71	
Delay/Veh:	96.7 17.1	17.1		129.1 114	114.1		48.1 13.5	13.5		213.6 12.9	12.9	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	96.7 17.1	17.1		129.1 114	114.1		48.1 13.5	13.5		213.6 12.9	12.9	
LOS by Move:	F	B	B	F	F	F	D	B	B	F	B	B
HCM2kAvgQ:	7	12	12	9	37	37	5	10	10	12	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	37	386	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	386	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	406	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	406	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	406	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	246	2567	160	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	41	361	25	32	332	67	68	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	332	67	68	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	349	71	72	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	349	71	72	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	349	71	72	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	541	44	454	539	381	805	436	380	803	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****		****				****			****	
Delay/Veh:	36.2	36.2	9.4	28.7	28.7	10.0	13.3	12.9	10.7	12.8	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	36.2	9.4	28.7	28.7	10.0	13.3	12.9	10.7	12.8	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:		34.6			25.8			12.8			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.6			25.8			12.8			12.5	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0	1 0	1	0 0	1 0	1	0 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	51	218	122	81	279	37	62	806	43	149	728	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	218	122	81	279	37	62	806	43	149	728	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	229	128	85	294	39	65	848	45	157	766	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	229	128	85	294	39	65	848	45	157	766	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	229	128	85	294	39	65	848	45	157	766	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.95	0.37	0.98	0.98	0.36	0.99	0.99	0.15	0.95	0.85
Lanes:	1.00	0.64	0.36	1.00	0.88	0.12	1.00	0.95	0.05	1.00	2.00	1.00
Final Sat.:	699	1152	645	699	1647	218	675	1789	95	279	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.12	0.18	0.18	0.10	0.47	0.47	0.56	0.21	0.09
Crit Moves:		****								****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.35	0.91	0.91	0.55	0.81	0.81	0.16	0.76	0.76	0.91	0.34	0.14
Delay/Veh:	17.9	42.8	42.8	21.7	30.1	30.1	4.2	9.9	9.9	50.6	4.7	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	42.8	42.8	21.7	30.1	30.1	4.2	9.9	9.9	50.6	4.7	4.0
LOS by Move:	B	D	D	C	C	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	10	2	8	8	1	12	12	5	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.679
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	54.1
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	759	174	193	707	5	38	940	109	305	796	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	759	174	193	707	5	38	940	109	305	796	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	799	183	203	744	5	40	989	115	321	838	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	799	183	203	744	5	40	989	115	321	838	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	799	183	203	744	5	40	989	115	321	838	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.92	0.92	0.20	0.95	0.95	0.26	0.95	0.85	0.19	0.95	0.85
Lanes:	1.00	1.63	0.37	1.00	1.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	534	2855	654	380	3581	25	486	3610	1615	367	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.28	0.28	0.53	0.21	0.21	0.08	0.27	0.07	0.88	0.23	0.08
Crit Moves:				****						****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.64	0.70	0.70	1.34	0.52	0.52	0.19	0.62	0.16	1.99	0.53	0.18
Delay/Veh:	18.3	14.1	14.1	204.1	11.7	11.7	9.0	11.6	8.5	480.8	10.5	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	14.1	14.1	204.1	11.7	11.7	9.0	11.6	8.5	480.8	10.5	8.6
LOS by Move:	B	B	B	F	B	B	A	B	A	F	B	A
HCM2kAvgQ:	3	8	8	12	5	5	1	7	1	26	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	154.5
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	74	1437	126	125	2096	403	327	895	63	125	870	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1437	126	125	2096	403	327	895	63	125	870	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1513	133	132	2206	424	344	942	66	132	916	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1513	133	132	2206	424	344	942	66	132	916	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1513	133	132	2206	424	344	942	66	132	916	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.97	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.78	0.22
Final Sat.:	1805	4712	413	1805	4246	816	1836	4797	338	1805	4758	372
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.07	0.52	0.52	0.19	0.20	0.20	0.07	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.41	0.41	0.34	0.34	0.34	0.16	0.16	0.16	0.13	0.16	0.16
Volume/Cap:	0.27	0.79	0.79	0.49	1.52	1.52	1.20	1.25	1.25	0.57	1.20	1.20
Delay/Veh:	28.2	21.4	21.4	21.3	263	262.6	148.9	154	154.0	34.1	134	134.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	21.4	21.4	21.3	263	262.6	148.9	154	154.0	34.1	134	134.4
LOS by Move:	C	C	C	C	F	F	F	F	F	C	F	F
HCM2kAvgQ:	2	14	14	3	64	64	18	21	21	4	19	19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	241	254	92	309	79	41	424	25	241	554	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	241	254	92	309	79	41	424	25	241	554	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	254	267	97	325	83	43	446	26	254	583	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	254	267	97	325	83	43	446	26	254	583	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	254	267	97	325	83	43	446	26	254	583	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.86	0.86	0.85	0.39	0.95	0.85	0.49	0.95	0.85
Lanes:	0.04	0.96	1.00	0.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1793	1615	376	1262	1615	745	3610	1615	922	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.17	0.26	0.26	0.05	0.06	0.12	0.02	0.28	0.16	0.07
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.35	0.41	0.63	0.63	0.13	0.13	0.28	0.04	0.63	0.37	0.16
Delay/Veh:	10.5	10.5	11.0	13.9	13.9	9.4	8.7	9.2	8.2	14.4	9.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	11.0	13.9	13.9	9.4	8.7	9.2	8.2	14.4	9.7	8.7
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	3	6	6	1	1	3	0	4	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.091
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	33.1
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	29	703	186	82	1048	14	95	629	117	361	802	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	703	186	82	1048	14	95	629	117	361	802	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	740	196	86	1103	15	100	662	123	380	844	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	740	196	86	1103	15	100	662	123	380	844	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	740	196	86	1103	15	100	662	123	380	844	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.22	0.95	0.95	0.24	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	346	2766	732	409	3555	47	447	3610	1615	627	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.21	0.31	0.31	0.22	0.18	0.08	0.61	0.23	0.19
Crit Moves:					****					****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.20	0.61	0.61	0.48	0.71	0.71	0.56	0.46	0.19	1.52	0.58	0.48
Delay/Veh:	9.3	11.4	11.4	12.0	12.8	12.8	15.6	11.3	9.9	266.3	12.4	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	11.4	11.4	12.0	12.8	12.8	15.6	11.3	9.9	266.3	12.4	11.7
LOS by Move:	A	B	B	B	B	B	B	B	A	F	B	B
HCM2kAvgQ:	1	7	7	2	9	9	2	4	1	24	6	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.712
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.3
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	45	1340	95	247	1751	117	76	817	31	94	1431	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1340	95	247	1751	117	76	817	31	94	1431	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1411	100	260	1843	123	80	860	33	99	1506	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1411	100	260	1843	123	80	860	33	99	1506	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1411	100	260	1843	123	80	860	33	99	1506	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.13	0.90	0.90	0.33	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	255	4795	340	255	4818	322	623	3610	1615	623	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	1.02	0.38	0.38	0.13	0.24	0.02	0.16	0.42	0.09
Crit Moves:				****							****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.31	0.49	0.49	1.71	0.64	0.64	0.53	0.98	0.08	0.65	1.71	0.39
Delay/Veh:	6.2	5.9	5.9	357.0	7.1	7.1	19.8	43.6	14.7	26.7	344	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	5.9	5.9	357.0	7.1	7.1	19.8	43.6	14.7	26.7	344	16.4
LOS by Move:	A	A	A	F	A	A	B	D	B	C	F	B
HCM2kAvgQ:	1	5	5	19	8	8	2	13	0	3	55	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	38	166	124	86	355	161	138	1133	69	119	1204	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	166	124	86	355	161	138	1133	69	119	1204	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	175	131	91	374	169	145	1193	73	125	1267	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	175	131	91	374	169	145	1193	73	125	1267	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	175	131	91	374	169	145	1193	73	125	1267	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.15	0.90	0.90	0.16	0.90	0.90
Lanes:	0.11	0.51	0.38	0.14	0.59	0.27	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	182	793	592	227	936	425	276	4845	295	300	4950	206
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.40	0.40	0.53	0.25	0.25	0.42	0.26	0.26
Crit Moves:					****		****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.56	0.56	0.56	1.01	1.01	1.01	1.01	0.47	0.47	0.80	0.49	0.49
Delay/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	43.5	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	43.5	15.4	15.4
LOS by Move:	C	C	C	E	E	E	F	B	B	D	B	B
HCM2kAvgQ:	9	9	9	27	27	27	8	9	9	5	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	50	Critical Vol./Cap.(X):	1.068
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	93	769	104	81	1380	104	160	1117	51	166	1198	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	769	104	81	1380	104	160	1117	51	166	1198	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	809	109	85	1453	109	168	1176	54	175	1261	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	809	109	85	1453	109	168	1176	54	175	1261	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	809	109	85	1453	109	168	1176	54	175	1261	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.22	0.94	0.94	0.20	0.90	0.90	0.20	0.90	0.90
Lanes:	1.00	1.76	0.24	1.00	1.86	0.14	1.00	2.87	0.13	1.00	2.71	0.29
Final Sat.:	346	3123	422	422	3323	250	380	4926	225	380	4628	487
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.26	0.20	0.44	0.44	0.44	0.24	0.24	0.46	0.27	0.27
Crit Moves:					****					****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.64	0.59	0.59	0.46	0.99	0.99	1.11	0.60	0.60	1.15	0.68	0.68
Delay/Veh:	20.0	11.2	11.2	11.6	35.0	35.0	119.9	12.3	12.3	133.9	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	11.2	11.2	11.6	35.0	35.0	119.9	12.3	12.3	133.9	13.3	13.3
LOS by Move:	C	B	B	B	C	C	F	B	B	F	B	B
HCM2kAvgQ:	3	6	6	2	21	21	8	6	6	9	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	100	Level Of Service:	C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	63	1002	47	84	1572	181	386	657	24	131	1035	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1002	47	84	1572	181	386	657	24	131	1035	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	1055	49	88	1655	191	406	692	25	138	1089	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1055	49	88	1655	191	406	692	25	138	1089	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1055	49	88	1655	191	406	692	25	138	1089	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.87	0.13	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.87	0.13
Final Sat.:	3502	4920	231	3502	4582	528	3502	4979	182	3502	4922	228
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.36	0.36	0.00	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.41	0.41	0.17	0.28	0.28	0.10	0.25	0.25
Volume/Cap:	0.21	0.58	0.58	0.29	0.88	0.88	0.68	0.50	0.50	0.39	0.88	0.88
Delay/Veh:	42.5	25.6	25.6	43.3	32.3	32.3	42.0	30.3	30.3	42.8	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	25.6	25.6	43.3	32.3	32.3	42.0	30.3	30.3	42.8	43.7	43.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	1	10	10	2	23	23	7	7	7	2	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.434
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	53.0
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	51	180	62	66	440	57	58	1316	58	207	1316	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	180	62	66	440	57	58	1316	58	207	1316	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	189	65	69	463	60	61	1385	61	218	1385	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	189	65	69	463	60	61	1385	61	218	1385	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	189	65	69	463	60	61	1385	61	218	1385	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.86	0.86	0.86	0.14	0.95	0.85	0.14	0.95	0.85
Lanes:	0.22	0.78	1.00	0.12	0.78	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	274	967	1615	192	1283	166	258	3610	1615	258	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.36	0.36	0.36	0.24	0.38	0.04	0.84	0.38	0.05
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.78	0.78	0.16	1.43	1.43	1.43	0.40	0.65	0.06	1.43	0.65	0.09
Delay/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.6	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.6	4.5
LOS by Move:	C	C	B	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	1	34	34	34	1	9	0	14	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.189
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	805	103	136	1364	92	134	1099	216	172	1345	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	805	103	136	1364	92	134	1099	216	172	1345	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	847	108	143	1436	97	141	1157	227	181	1416	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	847	108	143	1436	97	141	1157	227	181	1416	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	847	108	143	1436	97	141	1157	227	181	1416	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.22	0.94	0.94	0.17	0.95	0.85	0.17	0.95	0.85
Lanes:	1.00	1.77	0.23	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	422	3146	403	422	3351	226	317	3610	1615	317	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.27	0.27	0.34	0.43	0.43	0.44	0.32	0.14	0.57	0.39	0.12
Crit Moves:					****					****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.89	0.75	0.75	0.94	1.19	1.19	0.93	0.67	0.29	1.19	0.82	0.24
Delay/Veh:	58.5	16.5	16.5	71.2	109	109.2	63.7	11.0	8.1	145.8	14.3	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	16.5	16.5	71.2	109	109.2	63.7	11.0	8.1	145.8	14.3	7.8
LOS by Move:	E	B	B	E	F	F	E	B	A	F	B	A
HCM2kAvgQ:	5	9	9	6	32	32	5	8	2	9	13	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.222
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	151.9
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0 2	1	0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	149	921	177	117	1570	191	162	1162	117	201	1593	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	921	177	117	1570	191	162	1162	117	201	1593	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	969	186	123	1653	201	171	1223	123	212	1677	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	969	186	123	1653	201	171	1223	123	212	1677	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	969	186	123	1653	201	171	1223	123	212	1677	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.55	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4246	816	1805	4550	554	1046	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.36	0.36	0.16	0.34	0.08	0.12	0.46	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.65	0.76	0.76	0.47	1.41	1.41	0.77	1.29	0.29	0.88	1.41	0.16
Delay/Veh:	37.1	26.0	26.0	23.5	218	217.6	37.0	166	22.5	60.6	215	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	26.0	26.0	23.5	218	217.6	37.0	166	22.5	60.6	215	17.9
LOS by Move:	D	C	C	C	F	F	D	F	C	E	F	B
HCM2kAvgQ:	5	11	11	3	42	42	6	35	2	8	54	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0 1	1	0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	40	903	25	63	1627	31	42	100	29	113	263	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	903	25	63	1627	31	42	100	29	113	263	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	951	26	66	1713	33	44	105	31	119	277	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	951	26	66	1713	33	44	105	31	119	277	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	951	26	66	1713	33	44	105	31	119	277	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.95	0.24	0.95	0.95	0.30	0.97	0.97	0.85	0.85	0.85
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	272	3499	97	462	3532	67	568	1423	413	484	1127	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.27	0.14	0.48	0.48	0.08	0.07	0.07	0.25	0.25	0.08
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.49	0.49	0.26	0.87	0.87	0.28	0.26	0.26	0.87	0.87	0.29
Delay/Veh:	6.8	6.9	6.9	6.2	13.9	13.9	14.9	14.2	14.2	33.4	33.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.9	6.9	6.2	13.9	13.9	14.9	14.2	14.2	33.4	33.4	14.4
LOS by Move:	A	A	A	A	B	B	B	B	B	C	C	B
HCM2kAvgQ:	1	5	5	1	16	16	1	2	2	9	9	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.7
Optimal Cycle: 100 Level Of Service: E

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	166	130	64	630	45	57	1152	107	382	1510	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	166	130	64	630	45	57	1152	107	382	1510	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	175	137	67	663	47	60	1213	113	402	1589	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	175	137	67	663	47	60	1213	113	402	1589	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	175	137	67	663	47	60	1213	113	402	1589	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.89	0.89	0.39	0.94	0.94	0.13	0.95	0.85	0.21	0.95	0.85
Lanes:	1.00	1.12	0.88	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	509	1891	1481	737	3336	238	239	3610	1615	391	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.09	0.20	0.20	0.25	0.34	0.07	1.03	0.44	0.02
Crit Moves:					****					****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	1.14	0.62	0.62	0.61	1.33	1.33	0.33	0.44	0.09	1.33	0.57	0.03
Delay/Veh:	187.5	42.2	42.2	49.6	205	204.8	4.5	4.1	2.9	182.2	5.0	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.5	42.2	42.2	49.6	205	204.8	4.5	4.1	2.9	182.2	5.0	2.7
LOS by Move:	F	D	D	D	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	6	3	25	25	1	7	1	27	11	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.665
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.2
Optimal Cycle: 100 Level Of Service: E

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	61	870	122	136	1365	156	82	1218	51	188	1645	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	870	122	136	1365	156	82	1218	51	188	1645	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	916	128	143	1437	164	86	1282	54	198	1732	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	916	128	143	1437	164	86	1282	54	198	1732	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	916	128	143	1437	164	86	1282	54	198	1732	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	0.93	0.11	0.94	0.94	0.07	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	1.75	0.25	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	204	3109	436	204	3191	365	139	3610	1615	238	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.29	0.29	0.70	0.45	0.45	0.62	0.36	0.03	0.83	0.48	0.09
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.75	0.70	0.70	1.67	1.07	1.07	1.20	0.71	0.07	1.67	0.96	0.19
Delay/Veh:	54.2	25.3	25.3	373.8	73.8	73.8	194.2	20.8	13.0	358.4	37.1	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	25.3	25.3	373.8	73.8	73.8	194.2	20.8	13.0	358.4	37.1	13.9
LOS by Move:	D	C	C	F	E	E	F	C	B	F	D	B
HCM2kAvgQ:	3	15	15	13	38	38	7	17	1	17	33	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.273
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	86.9
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	91	1114	182	145	1545	200	131	1306	82	229	1864	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1114	182	145	1545	200	131	1306	82	229	1864	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	1173	192	153	1626	211	138	1375	86	241	1962	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1173	192	153	1626	211	138	1375	86	241	1962	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1173	192	153	1626	211	138	1375	86	241	1962	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.89	0.89	0.13	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.58	0.42	1.00	2.66	0.34	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	154	4365	713	243	4514	584	1805	4837	304	1805	4710	414
Capacity Analysis Module:												
Vol/Sat:	0.62	0.27	0.27	0.63	0.36	0.36	0.08	0.28	0.28	0.13	0.42	0.42
Crit Moves:				****			****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.26	0.26	0.12	0.33	0.33
Volume/Cap:	1.26	0.55	0.55	1.27	0.73	0.73	1.27	1.08	1.08	1.08	1.27	1.27
Delay/Veh:	214.8	17.8	17.8	198.2	21.2	21.2	223.9	85.7	85.7	126.7	161	161.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	214.8	17.8	17.8	198.2	21.2	21.2	223.9	85.7	85.7	126.7	161	161.5
LOS by Move:	F	B	B	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	8	11	11	11	17	17	10	26	26	13	47	47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	207	153	105	816	123	99	1052	110	208	890	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	207	153	105	816	123	99	1052	110	208	890	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	218	161	111	859	129	104	1107	116	219	937	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	218	161	111	859	129	104	1107	116	219	937	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	218	161	111	859	129	104	1107	116	219	937	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.85	0.61	0.93	0.93	0.26	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	555	3610	1615	1155	3074	463	496	3610	1615	380	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.10	0.10	0.28	0.28	0.21	0.31	0.07	0.58	0.26	0.07
Crit Moves:					****					****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.46	0.22	0.36	0.35	1.02	1.02	0.37	0.54	0.13	1.02	0.46	0.12
Delay/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
LOS by Move:	B	B	B	B	D	D	A	A	A	E	A	A
HCM2kAvgQ:	2	2	2	2	16	16	1	6	1	9	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.183
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	46	872	68	95	1172	74	66	934	88	241	1054	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	872	68	95	1172	74	66	934	88	241	1054	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	918	72	100	1234	78	69	983	93	254	1109	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.12	0.95	0.85	0.19	0.94	0.94	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	235	3610	1615	235	3610	1615	364	3256	307	382	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.04	0.42	0.34	0.05	0.19	0.30	0.30	0.66	0.31	0.11
Crit Moves:				****						****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.57	0.71	0.12	1.18	0.95	0.13	0.34	0.54	0.54	1.18	0.55	0.19
Delay/Veh:	35.0	29.4	21.6	187.5	46.2	21.7	12.9	14.1	14.1	141.7	14.2	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	29.4	21.6	187.5	46.2	21.7	12.9	14.1	14.1	141.7	14.2	10.9
LOS by Move:	D	C	C	F	D	C	B	B	B	F	B	B
HCM2kAvgQ:	2	14	1	7	25	2	2	11	11	16	11	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.333
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	102.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.90	0.90	0.13	0.89	0.89	0.95	0.95	0.85	0.70	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	184	4549	555	241	4508	591	1805	3610	1615	1328	3131	414
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.26	0.68	0.41	0.41	0.06	0.34	0.04	0.21	0.41	0.41
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.72	0.57	0.57	1.49	0.90	0.90	0.42	1.20	0.15	0.88	1.49	1.49
Delay/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
LOS by Move:	D	B	B	F	C	C	D	F	C	D	F	F
HCM2kAvgQ:	3	10	10	13	24	24	3	34	1	11	53	53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	40	236	71	175	880	92	32	1375	124	268	955	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	236	71	175	880	92	32	1375	124	268	955	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	248	75	184	926	97	34	1447	131	282	1005	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.05	0.00	0.26	0.06	0.02	0.28	0.08	0.16	0.19	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.19	0.19	0.16	0.31	0.31	0.18	0.33	0.33	0.34	0.34	0.51
Volume/Cap:	0.29	0.36	0.24	0.62	0.83	0.19	0.10	0.83	0.24	0.68	0.56	0.13
Delay/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
LOS by Move:	D	D	C	D	D	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	2	6	16	2	1	17	3	9	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.319
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	82.8
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	124	885	135	231	1303	94	94	811	229	301	1213	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	885	135	231	1303	94	94	811	229	301	1213	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	932	142	243	1372	99	99	854	241	317	1277	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	932	142	243	1372	99	99	854	241	317	1277	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	932	142	243	1372	99	99	854	241	317	1277	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.89	0.89	0.95	0.90	0.90	0.87	0.88	0.88	0.48	0.91	0.85
Lanes:	1.00	2.60	0.40	1.00	2.80	0.20	1.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	209	4410	673	1805	4790	346	1650	3911	1104	908	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.62	0.21	0.21	0.13	0.29	0.29	0.06	0.22	0.22	0.35	0.25	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.45	0.45	0.45	0.10	0.55	0.55	0.21	0.16	0.16	0.34	0.24	0.34
Volume/Cap:	1.39	0.47	0.47	1.35	0.52	0.52	0.58	1.35	1.35	1.01	1.03	0.35
Delay/Veh:	255.5	19.4	19.4	235.6	14.4	14.4	38.6	209	208.9	80.1	72.8	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	255.5	19.4	19.4	235.6	14.4	14.4	38.6	209	208.9	80.1	72.8	25.3
LOS by Move:	F	B	B	F	B	B	D	F	F	F	E	C
HCM2kAvgQ:	11	8	8	18	11	11	4	27	27	15	22	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	139	0	360	0	0	0	0	1419	48	79	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	360	0	0	0	0	1419	48	79	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	379	0	0	0	0	1494	51	83	1246	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.11	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4992	169	215	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.23	0.00	0.00	0.00	0.00	0.30	0.30	0.39	0.24	0.00
Crit Moves:			****							****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.00	0.52	0.52	0.68	0.42	0.00
Delay/Veh:	24.0	0.0	31.1	0.0	0.0	0.0	0.0	13.2	13.2	28.9	12.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	0.0	31.1	0.0	0.0	0.0	0.0	13.2	13.2	28.9	12.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	3	0	11	0	0	0	0	11	11	3	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.1
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.54	0.46	1.00	2.68	0.32	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1805	4292	775	1805	4562	542	3502	4917	234	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.41	0.41	0.00	0.26	0.26	0.00	0.33	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.09	0.38	0.38	0.05	0.24	0.24	0.21	0.36	0.36
Volume/Cap:	0.54	0.79	0.79	0.79	1.09	1.09	0.48	1.09	1.09	0.88	0.94	0.19
Delay/Veh:	47.1	32.4	32.4	67.0	79.7	79.7	48.0	90.9	90.9	50.2	40.9	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	32.4	32.4	67.0	79.7	79.7	48.0	90.9	90.9	50.2	40.9	22.3
LOS by Move:	D	C	C	E	E	E	D	F	F	D	D	C
HCM2kAvgQ:	3	16	16	6	36	36	2	24	24	13	24	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	346	43	130	843	128	154	625	78	53	234	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	346	43	130	843	128	154	625	78	53	234	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	364	45	137	887	135	162	658	82	56	246	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	45	137	887	135	162	658	82	56	246	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	45	137	887	135	162	658	82	56	246	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.93	0.93	0.51	0.93	0.93	0.52	0.93	0.93	0.26	0.90	0.90
Lanes:	1.00	1.78	0.22	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.33	0.67
Final Sat.:	380	3156	392	967	3071	466	980	3155	394	485	2286	1143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.14	0.29	0.29	0.17	0.21	0.21	0.12	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.12	0.23	0.23	0.28	0.57	0.57	0.46	0.57	0.57	0.32	0.30	0.30
Delay/Veh:	8.1	8.4	8.4	8.9	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.4	8.4	8.9	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	2	8	8	3	7	7	1	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	95	Level Of Service:	B

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	149	1238	82	69	1364	184	91	339	179	58	169	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1238	82	69	1364	184	91	339	179	58	169	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1303	86	73	1436	194	96	357	188	61	178	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1303	86	73	1436	194	96	357	188	61	178	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1303	86	73	1436	194	96	357	188	61	178	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.17	0.89	0.89	0.48	0.90	0.90	0.22	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.64	0.36	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	238	4821	319	317	4488	605	908	2240	1183	426	2242	1181
Capacity Analysis Module:												
Vol/Sat:	0.66	0.27	0.27	0.23	0.32	0.32	0.11	0.16	0.16	0.14	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.89	0.36	0.36	0.31	0.43	0.43	0.59	0.89	0.89	0.80	0.44	0.44
Delay/Veh:	48.5	4.6	4.6	5.1	5.0	5.0	43.3	55.3	55.3	83.3	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	4.6	4.6	5.1	5.0	5.0	43.3	55.3	55.3	83.3	37.1	37.1
LOS by Move:	D	A	A	A	A	A	D	E	E	F	D	D
HCM2kAvgQ:	7	6	6	1	7	7	4	12	12	4	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	27	232	74	112	929	99	100	740	213	211	460	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	232	74	112	929	99	100	740	213	211	460	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	244	78	118	978	104	105	779	224	222	484	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	244	78	118	978	104	105	779	224	222	484	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	244	78	118	978	104	105	779	224	222	484	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.55	0.94	0.94	0.46	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	2638	842	1051	3217	343	866	3610	1615	555	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.11	0.30	0.30	0.12	0.22	0.14	0.40	0.13	0.05
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.25	0.25	0.30	0.81	0.81	0.25	0.44	0.28	0.81	0.27	0.10
Delay/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.2
LOS by Move:	B	B	B	B	C	C	A	B	A	C	A	A
HCM2kAvgQ:	1	2	2	2	12	12	1	5	3	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 100 Level Of Service: C

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	151	1276	81	130	1240	201	99	453	133	104	489	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1276	81	130	1240	201	99	453	133	104	489	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1343	85	137	1305	212	104	477	140	109	515	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1343	85	137	1305	212	104	477	140	109	515	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1343	85	137	1305	212	104	477	140	109	515	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.14	0.89	0.89	0.27	0.92	0.92	0.26	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.58	0.42	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	238	4833	307	270	4370	708	516	2696	791	491	3043	492
Capacity Analysis Module:												
Vol/Sat:	0.67	0.28	0.28	0.51	0.30	0.30	0.20	0.18	0.18	0.22	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.97	0.40	0.40	0.74	0.43	0.43	0.88	0.77	0.77	0.97	0.73	0.73
Delay/Veh:	74.8	6.8	6.8	24.1	7.0	7.0	83.6	40.4	40.4	112.1	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	6.8	6.8	24.1	7.0	7.0	83.6	40.4	40.4	112.1	39.1	39.1
LOS by Move:	E	A	A	C	A	A	F	D	D	F	D	D
HCM2kAvgQ:	8	7	7	4	8	8	6	11	11	6	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538
Capacity Analysis Module:												
Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.1
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec):	0	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.8
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Canoga Ave									Busway		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	5	0	0
Lanes:	0 0	1	0 1	0 0	1	0 0	0 0	0	0 0	1	0 0	0 0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1900	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	6	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.5
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Canoga AVe									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	10
Lanes:	0 0	2	1 0	1	0 2	0 0	0 0	0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1162	15	0	1628	0	0	0	0	15	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1162	15	0	1628	0	0	0	0	15	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1223	16	0	1714	0	0	0	0	16	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1223	16	0	1714	0	0	0	0	16	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1223	16	0	1714	0	0	0	0	16	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5111	66	1900	3610	0	0	0	0	1805	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.47	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.28	0.28	0.00	0.79	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Volume/Cap:	0.00	0.86	0.86	0.00	0.60	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Delay/Veh:	0.0	39.8	39.8	0.0	4.6	0.0	0.0	0.0	0.0	46.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.8	39.8	0.0	4.6	0.0	0.0	0.0	0.0	46.5	0.0	0.0
LOS by Move:	A	D	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	16	16	0	11	0	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.350
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	150.6
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	38	2856	44	125	1981	273	480	361	58	113	213	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2856	44	125	1981	273	480	361	58	113	213	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	3006	46	132	2085	287	505	380	61	119	224	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3006	46	132	2085	287	505	380	61	119	224	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3006	46	132	2085	287	505	380	61	119	224	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.52	0.93	0.93	0.45	1.00	0.85
Lanes:	1.00	2.95	0.05	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1805	5098	79	1805	3610	1615	996	3045	489	849	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.07	0.58	0.18	0.51	0.12	0.12	0.14	0.12	0.28
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.44	0.44	0.06	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.43
Volume/Cap:	0.40	1.35	1.35	1.31	1.33	0.41	1.35	0.33	0.33	0.37	0.31	0.66
Delay/Veh:	43.6	187	187.1	237.4	176	17.8	203.6	20.2	20.2	21.2	20.2	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	187	187.1	237.4	176	17.8	203.6	20.2	20.2	21.2	20.2	22.6
LOS by Move:	D	F	F	F	F	B	F	C	C	C	C	C
HCM2kAvgQ:	2	68	68	10	65	6	32	5	5	3	4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.309
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	136.1
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	58	2754	384	210	1605	109	170	403	34	399	339	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	2754	384	210	1605	109	170	403	34	399	339	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	2899	404	221	1689	115	179	424	36	420	357	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2899	404	221	1689	115	179	424	36	420	357	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2899	404	221	1689	115	179	424	36	420	357	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.34	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.84	0.16	2.00	1.00	1.00
Final Sat.:	1805	4470	623	648	3347	227	1805	3289	277	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.65	0.65	0.34	0.50	0.50	0.10	0.13	0.13	0.12	0.19	0.26
Crit Moves:		****		****					****		****	
Green/Cycle:	0.11	0.48	0.48	0.46	0.46	0.46	0.11	0.11	0.11	0.14	0.14	0.23
Volume/Cap:	0.30	1.35	1.35	0.89	1.10	1.10	0.89	1.16	1.16	0.86	1.35	1.13
Delay/Veh:	37.7	183	182.9	45.0	77.5	77.5	75.0	137	136.8	52.3	218	121.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	183	182.9	45.0	77.5	77.5	75.0	137	136.8	52.3	218	121.5
LOS by Move:	D	F	F	D	E	E	E	F	F	D	F	F
HCM2kAvgQ:	2	73	73	9	41	41	8	14	14	9	24	21

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.414
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.5
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	658	334	113	115	34	20	918	43	164	1218	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	658	334	113	115	34	20	918	43	164	1218	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	693	352	119	121	36	21	966	45	173	1282	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	693	352	119	121	36	21	966	45	173	1282	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	693	352	119	121	36	21	966	45	173	1282	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.40	0.40	0.40	0.11	0.95	0.85	0.16	0.95	0.85
Lanes:	0.12	0.59	0.29	0.43	0.44	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	207	966	490	328	334	99	207	3610	1615	302	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.36	0.36	0.36	0.10	0.27	0.03	0.57	0.36	0.11
Crit Moves:		****								****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.41	1.41	1.41	0.71	0.71	0.71	0.25	0.66	0.07	1.41	0.88	0.27
Delay/Veh:	215.5	216	215.5	23.4	23.4	23.4	19.4	23.0	16.5	254.4	31.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.5	216	215.5	23.4	23.4	23.4	19.4	23.0	16.5	254.4	31.2	18.2
LOS by Move:	F	F	F	C	C	C	B	C	B	F	C	B
HCM2kAvgQ:	77	77	77	7	7	7	1	12	1	13	21	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: F[142.9]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	23	3	94	14	3	75	80	1090	34	26	1240	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	3	94	14	3	75	80	1090	34	26	1240	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	3	99	15	3	79	84	1147	36	27	1305	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	3	99	15	3	79	84	1147	36	27	1305	22
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2025	2698	574	2104	2712	653	1327	xxxx	xxxxx	1183	xxxx	xxxxx
Potent Cap.:	35	22	467	30	21	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Move Cap.:	21	17	467	17	17	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Volume/Cap:	1.18	0.18	0.21	0.84	0.18	0.19	0.16	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.8	2.2	xxxx	xxxxx	0.6	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.8	458.6	xxxx	xxxxx	13.1	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	*	*	B	F	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	3.7	xxxx	xxxxx	xxxxx	xxxx	1.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	606.4	xxxx	xxxxx	xxxxx	xxxx	31.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	D	*	*	*	*	*	*
ApproachDel:	142.9			96.1			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	160	415	315	175	129	166	149	950	126	91	1028	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	415	315	175	129	166	149	950	126	91	1028	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	437	332	184	136	175	157	1000	133	96	1082	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	437	332	184	136	175	157	1000	133	96	1082	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	437	332	184	136	175	157	1000	133	96	1082	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.89	0.89	0.26	1.00	0.85	0.17	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1232	1919	1456	496	1900	1615	320	3610	1615	374	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.37	0.07	0.11	0.49	0.28	0.08	0.26	0.30	0.08
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.35	0.58	0.58	0.95	0.18	0.28	0.95	0.53	0.16	0.49	0.58	0.16
Delay/Veh:	19.6	22.1	22.1	75.2	18.0	18.8	74.3	14.8	11.5	16.0	15.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	22.1	22.1	75.2	18.0	18.8	74.3	14.8	11.5	16.0	15.4	11.5
LOS by Move:	B	C	C	E	B	B	E	B	B	B	B	B
HCM2kAvgQ:	3	9	9	9	2	3	8	10	2	2	11	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.149
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	90.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	151	2285	198	233	1449	226	331	984	103	143	933	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	2285	198	233	1449	226	331	984	103	143	933	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	2405	208	245	1525	238	348	1036	108	151	982	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	2405	208	245	1525	238	348	1036	108	151	982	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	2405	208	245	1525	238	348	1036	108	151	982	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.76	0.24	2.00	2.60	0.40	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	3502	4716	409	3502	4397	686	3502	3222	337	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.07	0.35	0.35	0.10	0.32	0.32	0.04	0.27	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.43	0.43	0.06	0.43	0.43	0.09	0.27	0.27	0.06	0.24	0.30
Volume/Cap:	0.67	1.18	1.18	1.18	0.82	0.82	1.13	1.18	1.18	0.77	1.13	0.39
Delay/Veh:	47.9	110	109.7	160.2	25.3	25.3	132.0	123	122.7	59.3	107	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	110	109.7	160.2	25.3	25.3	132.0	123	122.7	59.3	107	25.4
LOS by Move:	D	F	F	F	C	C	F	F	F	E	F	C
HCM2kAvgQ:	4	47	47	8	18	18	11	31	31	4	25	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.471
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	183.1
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	2659	318	180	1981	33	95	376	51	421	344	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2659	318	180	1981	33	95	376	51	421	344	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	2799	335	189	2085	35	100	396	54	443	362	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2799	335	189	2085	35	100	396	54	443	362	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2799	335	189	2085	35	100	396	54	443	362	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	0.21	0.10	0.58	0.02	0.06	0.11	0.03	0.25	0.10	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.49	0.64	0.07	0.50	0.50	0.13	0.13	0.13	0.15	0.28	0.28
Volume/Cap:	1.15	1.59	0.32	1.59	1.15	0.04	0.48	0.84	0.26	1.59	0.35	0.43
Delay/Veh:	185.5	292	8.2	346.1	99.6	12.7	42.0	55.6	39.8	322.4	28.6	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	185.5	292	8.2	346.1	99.6	12.7	42.0	55.6	39.8	322.4	28.6	29.7
LOS by Move:	F	F	A	F	F	B	D	E	D	F	C	C
HCM2kAvgQ:	8	112	5	16	54	1	3	9	2	35	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.868
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	188.2
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	709	185	385	740	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	709	185	385	740	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	746	195	405	779	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	746	195	405	779	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	746	195	405	779	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.23	0.92	0.92	0.23	0.92	0.92
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1471	768	770	1160	253	441	2774	724	445	2891	621
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.91	0.27	0.27
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.87	1.87	1.87	0.87	0.87	0.87	0.24	0.55	0.55	1.87	0.55	0.55
Delay/Veh:	411.2	411	411.2	26.1	26.1	26.1	8.0	9.4	9.4	420.5	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	411.2	411	411.2	26.1	26.1	26.1	8.0	9.4	9.4	420.5	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	63	63	63	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 98.3 Worst Case Level Of Service: F[3316.3]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	34	0	89	51	1396	19	24	1538	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	34	0	89	51	1396	19	24	1538	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	36	0	94	54	1469	20	25	1619	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	16	36	0	94	54	1469	20	25	1619	73
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2447	3329	745	2548	3303	846	1692	xxxx	xxxxx	1489	xxxx	xxxxx
Potent Cap.:	16	8	361	14	9	310	382	xxxx	xxxxx	457	xxxx	xxxxx
Move Cap.:	10	7	361	11	7	310	382	xxxx	xxxxx	457	xxxx	xxxxx
Volume/Cap:	6.95	0.00	0.04	3.18	0.00	0.30	0.14	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	0.5	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1649	xxxx	xxxxx	15.9	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	C	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	12	xxxxx	xxxx	xxxx	310	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	11.7	xxxxx	xxxxx	xxxx	1.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	3316	xxxxx	xxxxx	xxxx	21.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	3316.3			471.4			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.359
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.1
Optimal Cycle: 100 Level Of Service: E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	196	2349	243	101	1591	114	206	1130	118	124	749	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	2349	243	101	1591	114	206	1130	118	124	749	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	206	2473	256	106	1675	120	217	1189	124	131	788	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2473	256	106	1675	120	217	1189	124	131	788	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	2473	256	106	1675	120	217	1189	124	131	788	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.18	0.90	0.90	0.21	0.94	0.94	0.20	0.93	0.93
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	350	4635	479	350	4792	343	393	3223	337	374	3056	481
Capacity Analysis Module:												
Vol/Sat:	0.59	0.53	0.53	0.30	0.35	0.35	0.55	0.37	0.37	0.35	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.36	1.23	1.23	0.70	0.80	0.80	1.36	0.91	0.91	0.86	0.64	0.64
Delay/Veh:	212.3	121	121.1	25.1	14.5	14.5	211.5	22.8	22.8	49.4	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	212.3	121	121.1	25.1	14.5	14.5	211.5	22.8	22.8	49.4	12.9	12.9
LOS by Move:	F	F	F	C	B	B	F	C	C	D	B	B
HCM2kAvgQ:	12	42	42	3	11	11	13	15	15	5	7	7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.3
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	29	845	26	313	403	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	403	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	424	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	424	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	424	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	883	1136	96	952	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.5	48.5	48.5	8.5	7.9	7.9	7.1	8.9	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.5	48.5	48.5	8.5	7.9	7.9	7.1	8.9	46.8
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.671
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.5
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	743	40	100	300	16	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	300	16	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	316	17	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	316	17	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	316	17	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	117	350	510	368	776	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.90	0.90	0.03	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.4	329	10.0	47.9	47.9	9.8	12.9	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.4	329	10.0	47.9	47.9	9.8	12.9	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	313.6			46.5			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	313.6			46.5			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave								Plummer St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	208	1096		0 0	1083		145		88		0	186		0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	208	1096		0 0	1083		145		88		0	186		0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95		0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	219	1154		0 0	1140		153		93		0	196		0	0	0
Reduct Vol:	0	0		0 0	0		0		0		0	0		0	0	0
FinalVolume:	219	1154		0 0	1140		153		93		0	196		0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1293	xxxx	xxxxx		xxxx	xxxx	xxxxx		2808	xxxx		1216		xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx		xxxx	xxxx	xxxxx		20	xxxx		223		xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx		xxxx	xxxx	xxxxx		14	xxxx		223		xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx		xxxx	xxxx	xxxx		6.62	xxxx		0.88		xxxx	xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	1.9	xxxx	xxxxx		xxxx	xxxx	xxxxx		12.6	xxxx		7.0		xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3066	xxxx		78.4		xxxxx	xxxx	xxxxx
LOS by Move:	C	*		*	*		*		F	*		F		*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*		*		*	*		*	*		*	
ApproachDel:	xxxxxx				xxxxxx				1037.8				xxxxxx			
ApproachLOS:	*				*				F				*			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: 100 Level Of Service: D

Street Name:	Owensmouth Ave								Nordhoff St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8		8	8	8		8	17	17		17	17	17		17
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	44	246		85	153	209		60	28	1206		43	160	948		138
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	246		85	153	209		60	28	1206		43	160	948		138
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	46	259		89	161	220		63	29	1269		45	168	998		145
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	46	259		89	161	220		63	29	1269		45	168	998		145
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	46	259		89	161	220		63	29	1269		45	168	998		145
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.47	0.96		0.96	0.47	0.97		0.97	0.28	1.00		1.00	0.12	0.95		0.85
Lanes:	1.00	0.74		0.26	1.00	1.00		0.78	0.22	1.00		0.97	0.03	1.00		2.00 1.00
Final Sat.:	884	1357		469	884	1427		410	536	1825		65	228	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19		0.19	0.18	0.15		0.15	0.06	0.70		0.70	0.74	0.28		0.09
Crit Moves:		****											****			
Green/Cycle:	0.17	0.17		0.17	0.17	0.17		0.17	0.67	0.67		0.67	0.67	0.67		0.67
Volume/Cap:	0.30	1.11		1.11	1.06	0.89		0.89	0.08	1.04		1.04	1.11	0.41		0.13
Delay/Veh:	19.2	103		103.2	109.6	46.0		46.0	3.0	45.2		45.2	112.7	3.9		3.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	19.2	103		103.2	109.6	46.0		46.0	3.0	45.2		45.2	112.7	3.9		3.1
LOS by Move:	B	F		F	F	D		D	A	D		D	F	A		A
HCM2kAvgQ:	1	14		14	7	8		8	0	35		35	8	4		1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	28.1
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	134	913	246	131	1091	106	208	1181	151	163	905	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	913	246	131	1091	106	208	1181	151	163	905	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	961	259	138	1148	112	219	1243	159	172	953	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	961	259	138	1148	112	219	1243	159	172	953	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	961	259	138	1148	112	219	1243	159	172	953	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.20	0.94	0.94	0.21	0.95	0.85	0.18	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	380	2753	742	380	3248	316	395	3610	1615	346	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.35	0.35	0.36	0.35	0.35	0.55	0.34	0.10	0.50	0.26	0.09
Crit Moves:	****						****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.93	0.87	0.87	0.91	0.88	0.88	1.26	0.78	0.22	1.13	0.60	0.21
Delay/Veh:	66.2	20.2	20.2	60.7	20.8	20.8	168.6	14.6	8.9	125.4	11.3	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	20.2	20.2	60.7	20.8	20.8	168.6	14.6	8.9	125.4	11.3	8.8
LOS by Move:	E	C	C	E	C	C	F	B	A	F	B	A
HCM2kAvgQ:	5	13	13	5	14	14	12	11	2	8	7	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	146.8
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	108	2174	94	113	1459	384	326	1006	178	186	746	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2174	94	113	1459	384	326	1006	178	186	746	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	2288	99	119	1536	404	343	1059	187	196	785	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2288	99	119	1536	404	343	1059	187	196	785	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2288	99	119	1536	404	343	1059	187	196	785	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.88	0.88	0.96	0.89	0.89	0.95	0.88	0.88
Lanes:	1.00	2.88	0.12	1.00	2.37	0.63	1.00	2.55	0.45	1.00	2.32	0.68
Final Sat.:	1805	4942	214	1805	3979	1047	1817	4310	763	1805	3870	1141
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.07	0.39	0.39	0.19	0.25	0.25	0.11	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.38	0.38	0.29	0.29	0.29	0.18	0.18	0.18	0.16	0.18	0.18
Volume/Cap:	0.39	1.22	1.22	0.54	1.35	1.35	1.04	1.35	1.35	0.68	1.15	1.15
Delay/Veh:	29.1	129	128.6	23.1	191	190.6	91.6	197	197.0	36.0	112	111.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	129	128.6	23.1	191	190.6	91.6	197	197.0	36.0	112	111.8
LOS by Move:	C	F	F	C	F	F	F	F	F	D	F	F
HCM2kAvgQ:	3	43	43	3	41	41	15	28	28	6	18	18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	16	270	203	79	231	25	34	503	14	168	495	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	270	203	79	231	25	34	503	14	168	495	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	284	214	83	243	26	36	529	15	177	521	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	284	214	83	243	26	36	529	15	177	521	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	284	214	83	243	26	36	529	15	177	521	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.84	0.84	0.85	0.43	0.95	0.85	0.43	0.95	0.85
Lanes:	0.06	0.94	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	104	1749	1615	409	1195	1615	823	3610	1615	811	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.20	0.20	0.02	0.04	0.15	0.01	0.22	0.14	0.04
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.40	0.40	0.33	0.50	0.50	0.04	0.10	0.34	0.02	0.50	0.33	0.09
Delay/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	4	4	3	4	4	0	0	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	65	1195	313	138	1180	54	26	610	61	209	689	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1195	313	138	1180	54	26	610	61	209	689	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	1258	329	145	1242	57	27	642	64	220	725	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1258	329	145	1242	57	27	642	64	220	725	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1258	329	145	1242	57	27	642	64	220	725	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.92	0.92	0.17	0.94	0.94	0.28	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	321	2772	726	321	3428	157	528	3610	1615	625	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.45	0.45	0.45	0.36	0.36	0.05	0.18	0.04	0.35	0.20	0.07
Crit Moves:		****								****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.45	0.96	0.96	0.96	0.77	0.77	0.14	0.48	0.11	0.96	0.55	0.18
Delay/Veh:	10.9	26.4	26.4	72.4	13.0	13.0	10.9	12.5	10.5	63.3	13.0	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	26.4	26.4	72.4	13.0	13.0	10.9	12.5	10.5	63.3	13.0	10.9
LOS by Move:	B	C	C	E	B	B	B	B	B	E	B	B
HCM2kAvgQ:	1	19	19	6	11	11	0	5	1	8	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	76	2053	129	146	1570	91	213	780	69	113	774	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2053	129	146	1570	91	213	780	69	113	774	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	2161	136	154	1653	96	224	821	73	119	815	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2161	136	154	1653	96	224	821	73	119	815	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2161	136	154	1653	96	224	821	73	119	815	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.90	0.90	0.19	0.90	0.90	0.26	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	365	4836	304	365	4864	282	492	3610	1615	488	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.45	0.45	0.42	0.34	0.34	0.46	0.23	0.04	0.24	0.23	0.05
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.53	1.07	1.07	1.01	0.82	0.82	1.07	0.54	0.11	0.57	0.53	0.11
Delay/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	14.9	11.1	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	14.9	11.1	8.8
LOS by Move:	B	E	E	F	B	B	F	B	A	B	B	A
HCM2kAvgQ:	2	26	26	7	12	12	9	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	351	179	73	305	63	69	1285	78	145	1009	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	351	179	73	305	63	69	1285	78	145	1009	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	369	188	77	321	66	73	1353	82	153	1062	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	369	188	77	321	66	73	1353	82	153	1062	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	369	188	77	321	66	73	1353	82	153	1062	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.69	0.69	0.69	0.19	0.90	0.90	0.13	0.90	0.90
Lanes:	0.12	0.58	0.30	0.17	0.69	0.14	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	186	894	456	218	913	189	357	4846	294	245	4641	474
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.35	0.35	0.35	0.20	0.28	0.28	0.62	0.23	0.23
Crit Moves:		****								****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.13	1.13	1.13	0.96	0.96	0.96	0.37	0.50	0.50	1.13	0.41	0.41
Delay/Veh:	109.3	109	109.3	61.4	61.4	61.4	13.7	14.0	14.0	137.5	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.3	109	109.3	61.4	61.4	61.4	13.7	14.0	14.0	137.5	13.1	13.1
LOS by Move:	F	F	F	E	E	E	B	B	B	F	B	B
HCM2kAvgQ:	32	32	32	19	19	19	2	10	10	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	50	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 2	1	0	1 0 2	1	0
Volume Module:												
Base Vol:	60	1320	214	161	1150	101	111	1298	139	168	1026	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1320	214	161	1150	101	111	1298	139	168	1026	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	63	1389	225	169	1211	106	117	1366	146	177	1080	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1389	225	169	1211	106	117	1366	146	177	1080	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1389	225	169	1211	106	117	1366	146	177	1080	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.18	0.94	0.94	0.20	0.90	0.90	0.20	0.89	0.89
Lanes:	1.00	1.72	0.28	1.00	1.84	0.16	1.00	2.71	0.29	1.00	2.65	0.35
Final Sat.:	346	3041	493	346	3279	288	380	4615	494	380	4510	589
Capacity Analysis Module:												
Vol/Sat:	0.18	0.46	0.46	0.49	0.37	0.37	0.31	0.30	0.30	0.47	0.24	0.24
Crit Moves:				****						****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.42	1.04	1.04	1.11	0.84	0.84	0.77	0.74	0.74	1.16	0.60	0.60
Delay/Veh:	11.4	47.4	47.4	120.8	16.6	16.6	33.9	14.3	14.3	138.7	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	47.4	47.4	120.8	16.6	16.6	33.9	14.3	14.3	138.7	12.3	12.3
LOS by Move:	B	D	D	F	B	B	C	B	B	F	B	B
HCM2kAvgQ:	1	24	24	8	13	13	4	9	9	9	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0 2	1	0	2 0 2	1	0	2 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	165	1725	140	198	1379	109	236	1323	19	76	1055	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1725	140	198	1379	109	236	1323	19	76	1055	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	1816	147	208	1452	115	248	1393	20	80	1111	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1816	147	208	1452	115	248	1393	20	80	1111	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1816	147	208	1452	115	248	1393	20	80	1111	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4754	376	3502	5103	73	3502	4587	522
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.31	0.31	0.00	0.27	0.27	0.00	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.42	0.42	0.07	0.42	0.42	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.46	0.91	0.91	0.91	0.73	0.73	0.59	0.91	0.91	0.46	0.89	0.89
Delay/Veh:	42.7	32.9	32.9	81.2	25.5	25.5	44.0	41.4	41.4	48.1	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	32.9	32.9	81.2	25.5	25.5	44.0	41.4	41.4	48.1	42.5	42.5
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	25	25	6	16	16	5	19	19	2	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.136
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	53.6
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	33	525	48	125	335	54	60	1481	16	88	1118	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	525	48	125	335	54	60	1481	16	88	1118	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	553	51	132	353	57	63	1559	17	93	1177	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	553	51	132	353	57	63	1559	17	93	1177	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	553	51	132	353	57	63	1559	17	93	1177	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.55	0.55	0.55	0.21	0.95	0.85	0.21	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.65	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	107	1707	1615	252	675	109	401	3610	1615	401	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.03	0.52	0.52	0.52	0.16	0.43	0.01	0.23	0.33	0.03
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.70	0.70	0.07	1.14	1.14	1.14	0.41	1.14	0.03	0.61	0.86	0.09
Delay/Veh:	13.5	13.5	7.6	97.6	97.6	97.6	13.2	86.1	9.7	19.4	19.8	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	7.6	97.6	97.6	97.6	13.2	86.1	9.7	19.4	19.8	10.0
LOS by Move:	B	B	A	F	F	F	B	F	A	B	B	B
HCM2kAvgQ:	9	9	0	21	21	21	1	29	0	2	12	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.345
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	83.5
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1	0	1 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	128	1388	263	149	1190	196	201	1409	73	183	1020	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1388	263	149	1190	196	201	1409	73	183	1020	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	1461	277	157	1253	206	212	1483	77	193	1074	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1461	277	157	1253	206	212	1483	77	193	1074	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1461	277	157	1253	206	212	1483	77	193	1074	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.22	0.93	0.93	0.17	0.95	0.85	0.17	0.95	0.85
Lanes:	1.00	1.68	0.32	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	414	2962	561	414	3034	500	333	3610	1615	321	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.49	0.49	0.38	0.41	0.41	0.64	0.41	0.05	0.60	0.30	0.16
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.89	1.34	1.34	1.03	1.13	1.13	1.34	0.87	0.10	1.27	0.63	0.33
Delay/Veh:	56.6	176	176.2	97.7	82.8	82.8	204.5	16.8	7.3	175.3	10.6	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	176	176.2	97.7	82.8	82.8	204.5	16.8	7.3	175.3	10.6	8.5
LOS by Move:	E	F	F	F	F	F	F	B	A	F	B	A
HCM2kAvgQ:	5	46	46	7	27	27	12	15	1	11	8	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.276
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	186.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1776	218	153	1239	186	200	1576	93	130	914	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1869	229	161	1304	196	211	1659	98	137	962	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.68	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.67	0.33	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4546	558	1294	4420	663	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.12	0.30	0.30	0.12	0.46	0.06	0.08	0.27	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.13	0.28	0.28	0.21	0.21	0.21	0.31	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.49	1.48	1.48	0.73	1.40	1.40	0.61	1.48	0.20	0.57	0.87	0.20
Delay/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
LOS by Move:	C	F	F	D	F	F	C	F	B	C	C	B
HCM2kAvgQ:	3	50	50	5	34	34	5	57	2	4	14	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	28	1569	43	100	1385	18	93	139	23	64	73	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1569	43	100	1385	18	93	139	23	64	73	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	1652	45	105	1458	19	98	146	24	67	77	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1652	45	105	1458	19	98	146	24	67	77	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1652	45	105	1458	19	98	146	24	67	77	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.95	0.12	0.95	0.95	0.66	0.98	0.98	0.73	0.73	0.85
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	1.00	0.86	0.14	0.47	0.53	1.00
Final Sat.:	257	3500	96	224	3557	46	1254	1596	264	644	734	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.47	0.47	0.41	0.41	0.08	0.09	0.09	0.10	0.10	0.05
Crit Moves:		****									****	
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.17	0.69	0.69	0.69	0.60	0.60	0.49	0.57	0.57	0.65	0.65	0.30
Delay/Veh:	3.4	5.7	5.7	17.5	4.8	4.8	21.0	22.1	22.1	26.6	26.6	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	5.7	5.7	17.5	4.8	4.8	21.0	22.1	22.1	26.6	26.6	19.2
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	B
HCM2kAvgQ:	0	10	10	3	7	7	2	3	3	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.156
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	106	460	204	80	350	49	79	1490	54	191	1271	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	460	204	80	350	49	79	1490	54	191	1271	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	484	215	84	368	52	83	1568	57	201	1338	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	484	215	84	368	52	83	1568	57	201	1338	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	484	215	84	368	52	83	1568	57	201	1338	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.91	0.23	0.93	0.93	0.17	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.39	0.61	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	547	2386	1058	431	3110	435	323	3610	1615	234	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.20	0.12	0.12	0.26	0.43	0.04	0.86	0.37	0.04
Crit Moves:		****								****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	1.16	1.16	1.16	1.11	0.67	0.67	0.35	0.58	0.05	1.16	0.50	0.05
Delay/Veh:	182.9	129	128.9	178.3	41.5	41.5	5.3	6.1	3.4	129.1	5.3	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	182.9	129	128.9	178.3	41.5	41.5	5.3	6.1	3.4	129.1	5.3	3.4
LOS by Move:	F	F	F	F	D	D	A	A	A	F	A	A
HCM2kAvgQ:	8	21	21	6	8	8	1	12	0	13	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.462
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	114.1
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	89	1400	201	106	1040	81	78	1695	83	90	1415	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1400	201	106	1040	81	78	1695	83	90	1415	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	1474	212	112	1095	85	82	1784	87	95	1489	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1474	212	112	1095	85	82	1784	87	95	1489	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1474	212	112	1095	85	82	1784	87	95	1489	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.07	0.94	0.94	0.12	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.75	0.25	1.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	315	3097	445	131	3312	258	226	3610	1615	226	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.48	0.48	0.85	0.33	0.33	0.36	0.49	0.05	0.42	0.41	0.07
Crit Moves:				****				****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.51	0.82	0.82	1.46	0.57	0.57	1.07	1.46	0.16	1.24	1.22	0.20
Delay/Veh:	14.8	19.4	19.4	287.2	13.4	13.4	157.9	246	23.3	213.7	140	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	19.4	19.4	287.2	13.4	13.4	157.9	246	23.3	213.7	140	23.7
LOS by Move:	B	B	B	F	B	B	F	F	C	F	F	C
HCM2kAvgQ:	3	24	24	10	12	12	6	66	2	7	44	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.739
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 180.9
Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	129	1823	245	126	1196	153	208	1610	163	184	1288	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1823	245	126	1196	153	208	1610	163	184	1288	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1919	258	133	1259	161	219	1695	172	194	1356	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1919	258	133	1259	161	219	1695	172	194	1356	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1919	258	133	1259	161	219	1695	172	194	1356	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.89	0.89	0.07	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.64	0.36	1.00	2.66	0.34	1.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	270	4490	603	125	4521	578	1805	4644	470	1805	4605	504
Capacity Analysis Module:												
Vol/Sat:	0.50	0.43	0.43	1.06	0.28	0.28	0.12	0.36	0.36	0.11	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.08	0.21	0.21	0.06	0.19	0.19
Volume/Cap:	0.83	0.70	0.70	1.74	0.46	0.46	1.53	1.74	1.74	1.74	1.53	1.53
Delay/Veh:	43.4	14.1	14.1	400.4	10.7	10.7	316.8	376	375.7	413.7	284	284.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	14.1	14.1	400.4	10.7	10.7	316.8	376	375.7	413.7	284	284.3
LOS by Move:	D	B	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	6	17	17	13	9	9	18	58	58	18	42	42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.380
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 100 Level Of Service: C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	619	220	81	613	70	121	1569	94	216	1355	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	619	220	81	613	70	121	1569	94	216	1355	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	652	232	85	645	74	127	1652	99	227	1426	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.85	0.40	0.94	0.94	0.14	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	760	3610	1615	760	3191	364	257	3610	1615	238	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.14	0.11	0.20	0.20	0.50	0.46	0.06	0.96	0.40	0.08
Crit Moves:					****					****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.56	0.90	0.72	0.56	1.01	1.01	0.78	0.71	0.10	1.50	0.62	0.13
Delay/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
LOS by Move:	C	C	C	C	E	E	C	A	A	F	A	A
HCM2kAvgQ:	2	9	5	2	12	12	4	10	1	15	8	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.699
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	55.1
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1356	328	159	1076	121	141	1370	76	104	943	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1427	345	167	1133	127	148	1442	80	109	993	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.95	0.85	0.10	0.95	0.85	0.11	0.94	0.94	0.11	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	334	3610	1615	189	3610	1615	218	3393	188	218	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.41	0.40	0.21	0.88	0.31	0.08	0.68	0.43	0.43	0.50	0.27	0.09
Crit Moves:				****			****					
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.78	0.76	0.41	1.70	0.60	0.15	1.70	1.06	1.06	1.25	0.69	0.22
Delay/Veh:	39.6	20.9	15.0	378.1	17.4	12.6	388.6	72.3	72.3	208.9	26.2	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	20.9	15.0	378.1	17.4	12.6	388.6	72.3	72.3	208.9	26.2	19.9
LOS by Move:	D	C	B	F	B	B	F	E	E	F	C	B
HCM2kAvgQ:	5	19	7	15	13	2	14	36	36	8	14	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.734
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	167.6
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1856	156	136	1174	246	184	1546	103	143	959	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.89	0.89	0.95	0.95	0.85	0.59	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	222	4727	397	156	4177	875	1805	3610	1615	1120	2940	579
Capacity Analysis Module:												
Vol/Sat:	0.35	0.41	0.41	0.92	0.30	0.30	0.11	0.45	0.07	0.13	0.34	0.34
Crit Moves:				****				****		****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.13	0.27	0.27	0.19	0.19	0.19
Volume/Cap:	0.64	0.76	0.76	1.69	0.54	0.54	0.80	1.69	0.25	0.81	1.81	1.81
Delay/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
LOS by Move:	C	B	B	F	B	B	E	F	C	D	F	F
HCM2kAvgQ:	3	18	18	13	10	10	7	67	2	6	54	54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Owensmouth Ave									Victory Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permit+Prot					Prot+Permit					Permitted					Prot+Permit				
Rights:	Include					Include					Include					Ovl				
Min. Green:	5	12		12		5	12		12		10	10		10		5	10		10	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	225		734		105	230		550		179	99		1425		116	158		1330		170
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	225		734		105	230		550		179	99		1425		116	158		1330		170
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	237		773		111	242		579		188	104		1500		122	166		1400		179
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	237		773		111	242		579		188	104		1500		122	166		1400		179
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	237		773		111	242		579		188	104		1500		122	166		1400		179
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		0.95		0.85	0.95		0.95		0.85	0.95		0.91		0.85	0.95		0.91		0.85
Lanes:	1.00		2.00		1.00	1.00		2.00		1.00	1.00		3.00		1.00	1.00		3.00		1.00
Final Sat.:	1805		3610		1615	1805		3610		1615	1805		5187		1615	1805		5187		1615
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.21		0.07	0.00		0.16		0.12	0.06		0.29		0.08	0.09		0.27		0.11
Crit Moves:			****			****							****			****				
Green/Cycle:	0.22		0.26		0.26	0.16		0.23		0.23	0.12		0.35		0.35	0.34		0.34		0.50
Volume/Cap:	0.60		0.83		0.27	0.83		0.69		0.51	0.46		0.83		0.22	0.60		0.80		0.22
Delay/Veh:	37.6		41.3		29.9	58.2		37.8		34.6	42.2		33.2		23.1	28.0		33.1		14.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	37.6		41.3		29.9	58.2		37.8		34.6	42.2		33.2		23.1	28.0		33.1		14.3
LOS by Move:	D		D		C	E		D		C	D		C		C	C		C		B
HCM2kAvgQ:	7		14		3	10		10		6	4		18		3	5		16		3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.688
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	167.9
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave									Victory Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Protected					Prot+Permit					Prot+Permit				
Rights:	Include					Include					Include					Ovl				
Min. Green:	12	12		12		5	12		12		5	12		12		5	12		12	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1	0	3	0	1
Volume Module:																				
Base Vol:	276		1468		306	113		1108		150	164		1275		50	226		1315		126
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	276		1468		306	113		1108		150	164		1275		50	226		1315		126
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	291		1545		322	119		1166		158	173		1342		53	238		1384		133
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	291		1545		322	119		1166		158	173		1342		53	238		1384		133
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	291		1545		322	119		1166		158	173		1342		53	238		1384		133
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.16		0.89		0.89	0.95		0.89		0.89	0.48		0.90		0.90	0.37		0.91		0.85
Lanes:	1.00		2.48		0.52	1.00		2.64		0.36	1.00		2.89		0.11	1.00		3.00		1.00
Final Sat.:	302		4181		871	1805		4486		607	916		4961		195	709		5187		1615
Capacity Analysis Module:																				
Vol/Sat:	0.96		0.37		0.37	0.07		0.26		0.26	0.19		0.27		0.27	0.34		0.27		0.08
Crit Moves:	****					****							****			****				
Green/Cycle:	0.56		0.56		0.56	0.05		0.61		0.61	0.22		0.16		0.16	0.27		0.17		0.22
Volume/Cap:	1.73		0.66		0.66	1.32		0.43		0.43	0.92		1.73		1.73	1.11		1.56		0.37
Delay/Veh:	372.8		16.2		16.2	249.2		10.5		10.5	76.0		374		374.2	123.8		297		33.7
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	372.8		16.2		16.2	249.2		10.5		10.5	76.0		374		374.2	123.8		297		33.7
LOS by Move:	F		B		B	F		B		B	E		F		F	F		F		C
HCM2kAvgQ:	25		15		15	9		8		8	9		43		43	14		39		4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.279
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	226	0	590	0	0	0	0	1665	78	113	1399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	590	0	0	0	0	1665	78	113	1399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	621	0	0	0	0	1753	82	119	1473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.08	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4920	230	150	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.38	0.00	0.00	0.00	0.00	0.36	0.36	0.79	0.28	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.54	0.00	1.28	0.00	0.00	0.00	0.00	0.58	0.58	1.28	0.46	0.00
Delay/Veh:	30.6	0.0	175.8	0.0	0.0	0.0	0.0	11.5	11.5	204.8	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	0.0	175.8	0.0	0.0	0.0	0.0	11.5	11.5	204.8	10.2	0.0
LOS by Move:	C	A	F	A	A	A	A	B	B	F	B	A
HCM2kAvgQ:	7	0	38	0	0	0	0	12	12	9	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	73.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.88	0.88	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.22	0.78	1.00	2.44	0.56	2.00	2.68	0.32	2.00	3.00	1.00
Final Sat.:	1805	3690	1294	1805	4109	933	3502	4557	547	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.33	0.33	0.00	0.24	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.41	0.41	0.07	0.40	0.40	0.13	0.29	0.29	0.11	0.23	0.23
Volume/Cap:	0.36	1.11	1.11	1.11	0.65	0.65	1.00	1.11	1.11	0.71	1.00	0.38
Delay/Veh:	41.8	88.6	88.6	163.5	25.0	25.0	86.7	96.9	96.9	49.0	64.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	88.6	88.6	163.5	25.0	25.0	86.7	96.9	96.9	49.0	64.7	32.8
LOS by Move:	D	F	F	F	C	C	F	F	F	D	E	C
HCM2kAvgQ:	3	40	40	9	13	13	12	31	31	6	20	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	876	80	125	721	326	149	333	33	51	489	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	876	80	125	721	326	149	333	33	51	489	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	922	84	132	759	343	157	351	35	54	515	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	922	84	132	759	343	157	351	35	54	515	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	922	84	132	759	343	157	351	35	54	515	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.94	0.94	0.20	0.91	0.91	0.32	0.94	0.94	0.51	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.38	0.62	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	317	3265	298	382	2369	1071	600	3242	321	961	2793	708
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.34	0.32	0.32	0.26	0.11	0.11	0.06	0.18	0.18
Crit Moves:				****			****					
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.57	0.57	0.57	0.70	0.65	0.65	0.70	0.29	0.29	0.15	0.49	0.49
Delay/Veh:	15.8	11.2	11.2	22.8	12.3	12.3	25.3	13.3	13.3	12.7	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	11.2	11.2	22.8	12.3	12.3	25.3	13.3	13.3	12.7	14.7	14.7
LOS by Move:	B	B	B	C	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	8	8	4	9	9	4	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.635
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.5
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1785	110	75	1389	169	149	290	240	96	301	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1785	110	75	1389	169	149	290	240	96	301	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	308	1879	116	79	1462	178	157	305	253	101	317	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1879	116	79	1462	178	157	305	253	101	317	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1879	116	79	1462	178	157	305	253	101	317	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.08	0.90	0.90	0.33	0.89	0.89	0.33	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.67	0.33	1.00	1.09	0.91	1.00	1.53	0.47
Final Sat.:	245	4842	298	159	4550	554	633	1841	1524	633	2661	822
Capacity Analysis Module:												
Vol/Sat:	1.26	0.39	0.39	0.50	0.32	0.32	0.25	0.17	0.17	0.16	0.12	0.12
Crit Moves:	****						****					
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	1.64	0.50	0.50	0.65	0.42	0.42	1.64	1.09	1.09	1.05	0.79	0.79
Delay/Veh:	320.2	4.5	4.5	16.6	4.0	4.0	370.4	111	110.6	149.6	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	320.2	4.5	4.5	16.6	4.0	4.0	370.4	111	110.6	149.6	48.5	48.5
LOS by Move:	F	A	A	B	A	A	F	F	F	F	D	D
HCM2kAvgQ:	26	9	9	2	6	6	14	16	16	7	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	314	906	230	141	591	188	86	563	69	108	811	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	906	230	141	591	188	86	563	69	108	811	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	954	242	148	622	198	91	593	73	114	854	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	954	242	148	622	198	91	593	73	114	854	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	954	242	148	622	198	91	593	73	114	854	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.18	0.92	0.92	0.26	0.95	0.85	0.28	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	583	2793	709	344	2640	840	496	3610	1615	523	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.57	0.34	0.34	0.43	0.24	0.24	0.18	0.16	0.04	0.22	0.24	0.10
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.93	0.56	0.56	0.71	0.39	0.39	0.72	0.64	0.18	0.85	0.93	0.39
Delay/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.1
LOS by Move:	D	A	A	B	A	A	D	C	B	E	D	B
HCM2kAvgQ:	10	7	7	4	4	4	3	6	1	5	13	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.656
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.6
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	215	1690	143	116	1275	188	195	504	235	155	490	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1690	143	116	1275	188	195	504	235	155	490	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	1779	151	122	1342	198	205	531	247	163	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1779	151	122	1342	198	205	531	247	163	516	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1779	151	122	1342	198	205	531	247	163	516	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.07	0.89	0.89	0.19	0.90	0.90	0.15	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.61	0.39	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	240	4725	400	138	4435	654	356	2344	1093	280	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.94	0.38	0.38	0.88	0.30	0.30	0.58	0.23	0.23	0.58	0.19	0.19
Crit Moves:	****									****		
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	1.66	0.66	0.66	1.55	0.53	0.53	1.64	0.64	0.64	1.66	0.55	0.55
Delay/Veh:	347.2	15.5	15.5	323.9	13.6	13.6	353.4	28.3	28.3	368.4	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	347.2	15.5	15.5	323.9	13.6	13.6	353.4	28.3	28.3	368.4	26.6	26.6
LOS by Move:	F	B	B	F	B	B	F	C	C	F	C	C
HCM2kAvgQ:	20	15	15	11	11	11	18	11	11	15	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0	1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	113	2003	216	59	1446	181	291	636	190	45	210	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	2003	216	59	1446	181	291	636	190	45	210	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2108	227	62	1522	191	306	669	200	47	221	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.90	0.90	0.07	0.89	0.89	0.57	1.00	0.85	0.14	0.93	0.93
Lanes:	1.00	2.71	0.29	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	177	4612	497	141	4532	567	1079	1900	1615	270	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.67	0.46	0.46	0.44	0.34	0.34	0.28	0.35	0.12	0.18	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.13	0.76	0.76	0.74	0.56	0.56	0.91	1.13	0.40	0.56	0.24	0.24
Delay/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
LOS by Move:	F	B	B	D	B	B	E	F	C	C	C	C
HCM2kAvgQ:	8	19	19	3	11	11	12	32	5	2	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	52.2
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.19	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	111	0.0	0.0	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	111	0.0	0.0	3.4	0.0
LOS by Move:	A	A	A	A	A	A	A	F	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	31	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec):	0	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.2
Optimal Cycle:	71	Level Of Service:	A

Street Name:	Canoga Ave									Busway		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	5	0	0
Lanes:	0 0	1 0	1	0 0	1 0	0	0 0	0 0	0	1 0	0 0	0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1900	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****							
Green/Cycle:	0.00	0.83	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	16	0	0	18	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga AVe									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	10
Lanes:	0 0	2 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1758	18	0	1370	0	0	0	0	18	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1758	18	0	1370	0	0	0	0	18	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1851	19	0	1442	0	0	0	0	19	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1851	19	0	1442	0	0	0	0	19	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1851	19	0	1442	0	0	0	0	19	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5129	53	1900	3610	0	0	0	0	1805	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.00	0.40	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.39	0.39	0.00	0.79	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.00	0.51	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Delay/Veh:	0.0	36.0	36.0	0.0	3.8	0.0	0.0	0.0	0.0	46.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.0	36.0	0.0	3.8	0.0	0.0	0.0	0.0	46.8	0.0	0.0
LOS by Move:	A	D	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	24	24	0	8	0	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 2

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.431
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	117.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	164	1726	95	177	2213	776	336	704	146	88	314	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1726	95	177	2213	776	336	704	146	88	314	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	1817	100	186	2329	817	354	741	154	93	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1817	100	186	2329	817	354	741	154	93	331	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1817	100	186	2329	817	354	741	154	93	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.37	0.93	0.93	0.17	1.00	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	4877	268	1805	3610	1615	709	2912	604	319	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.10	0.65	0.51	0.50	0.25	0.25	0.29	0.17	0.10
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.41	0.41	0.11	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.46
Volume/Cap:	1.43	0.92	0.92	0.92	1.43	1.12	1.43	0.73	0.73	0.83	0.50	0.23
Delay/Veh:	276.7	32.4	32.4	80.6	222	96.7	244.9	27.9	27.9	65.6	23.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	276.7	32.4	32.4	80.6	222	96.7	244.9	27.9	27.9	65.6	23.7	14.7
LOS by Move:	F	C	C	F	F	F	F	C	C	E	C	B
HCM2kAvgQ:	13	23	23	9	80	37	25	13	13	5	7	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.357
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	187.7
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	67	1479	139	144	2096	82	260	582	62	185	517	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1479	139	144	2096	82	260	582	62	185	517	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	1557	146	152	2206	86	274	613	65	195	544	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1557	146	152	2206	86	274	613	65	195	544	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1557	146	152	2206	86	274	613	65	195	544	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	1.92	0.08	1.00	1.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	4680	440	1805	3453	135	1805	3217	343	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.08	0.64	0.64	0.15	0.19	0.19	0.06	0.29	0.11
Crit Moves:					****				****		****	
Green/Cycle:	0.11	0.41	0.41	0.41	0.41	0.41	0.12	0.12	0.12	0.18	0.18	0.29
Volume/Cap:	0.35	0.80	0.80	0.56	1.57	1.57	1.25	1.57	1.57	0.30	1.57	0.37
Delay/Veh:	38.1	25.5	25.5	23.7	286	286.1	183.7	307	306.6	32.1	306	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	25.5	25.5	23.7	286	286.1	183.7	307	306.6	32.1	306	26.1
LOS by Move:	D	C	C	C	F	F	F	F	F	C	F	C
HCM2kAvgQ:	2	17	17	4	88	88	17	27	27	3	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.488
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	89.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	143	293	198	342	21	19	797	61	370	926	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	143	293	198	342	21	19	797	61	370	926	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	151	308	208	360	22	20	839	64	389	975	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	151	308	208	360	22	20	839	64	389	975	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	151	308	208	360	22	20	839	64	389	975	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.54	0.54	0.54	0.21	0.95	0.85	0.26	0.95	0.85
Lanes:	0.15	0.28	0.57	0.35	0.61	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	220	409	838	362	625	38	405	3610	1615	500	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.58	0.58	0.58	0.05	0.23	0.04	0.78	0.27	0.04
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.95	0.95	0.95	1.49	1.49	1.49	0.09	0.44	0.08	1.49	0.52	0.08
Delay/Veh:	52.5	52.5	52.5	260.2	260	260.2	10.9	13.5	10.7	260.3	14.2	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	52.5	52.5	260.2	260	260.2	10.9	13.5	10.7	260.3	14.2	10.7
LOS by Move:	D	D	D	F	F	F	B	B	B	F	B	B
HCM2kAvgQ:	20	20	20	42	42	42	0	8	1	28	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[220.5]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	4	7	0	2	0	2	1319	14	1	1316	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	7	0	2	0	2	1319	14	1	1316	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	4	7	0	2	0	2	1388	15	1	1385	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	4	7	0	2	0	2	1388	15	1	1385	13
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2088	2793	694	2088	2795	693	1398	xxxx	xxxxx	1403	xxxx	xxxxx
Potent Cap.:	31	19	390	31	19	391	495	xxxx	xxxxx	493	xxxx	xxxxx
Move Cap.:	28	19	390	25	19	391	495	xxxx	xxxxx	493	xxxx	xxxxx
Volume/Cap:	0.04	0.22	0.02	0.00	0.11	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.4	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx	12.3	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	xxxx	19	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	238.5	xxxx	xxxxx	xxxxx	xxxx	220.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	107.8			220.5			xxxxx			xxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.0
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	130	356	181	409	198	71	873	205	205	940	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	130	356	181	409	198	71	873	205	205	940	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	137	375	191	431	208	75	919	216	216	989	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	208	75	919	216	216	989	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	137	375	191	431	208	75	919	216	216	989	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.85	0.85	0.35	1.00	0.85	0.24	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	326	1606	1606	674	1900	1615	452	3610	1615	498	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.46	0.09	0.23	0.28	0.23	0.13	0.17	0.25	0.13	0.43	0.27	0.10
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.98	0.18	0.50	0.60	0.49	0.28	0.37	0.57	0.30	0.98	0.62	0.22
Delay/Veh:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	8	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.145
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	78.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	231	1456	164	129	1916	122	325	1096	136	298	952	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1456	164	129	1916	122	325	1096	136	298	952	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.82	0.18	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4833	308	3502	3160	392	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.36	0.36	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.14	0.92	0.92	0.64	1.14	1.14	0.95	1.14	1.14	1.14	0.95	0.20
Delay/Veh:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	20.3
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	8	33	33	10	19	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.478
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	196.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	41	1591	280	72	2314	15	93	573	42	644	153	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1591	280	72	2314	15	93	573	42	644	153	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1675	295	76	2436	16	98	603	44	678	161	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	295	76	2436	16	98	603	44	678	161	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1675	295	76	2436	16	98	603	44	678	161	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.18	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.04	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.42	0.66	0.05	0.42	0.42	0.13	0.13	0.13	0.24	0.37	0.37
Volume/Cap:	0.48	1.09	0.28	0.84	1.59	0.02	0.47	1.29	0.21	1.59	0.12	0.08
Delay/Veh:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	20.8
LOS by Move:	D	F	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	4	98	0	3	21	1	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.438
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	111.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1 0	1	0	0 1 0	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	73	368	325	64	660	26	16	661	154	442	771	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	325	64	660	26	16	661	154	442	771	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	342	67	695	27	17	696	162	465	812	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	342	67	695	27	17	696	162	465	812	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	342	67	695	27	17	696	162	465	812	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.62	0.62	0.62	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.19	0.96	0.85	0.17	1.76	0.07	1.00	1.62	0.38	1.00	1.82	0.18
Final Sat.:	206	1041	919	201	2077	82	534	2846	663	557	3243	320
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.33	0.33	0.33	0.03	0.24	0.24	0.84	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.44	1.44	1.44	1.29	1.29	1.29	0.05	0.42	0.42	1.44	0.43	0.43
Delay/Veh:	225.7	226	225.7	162.0	162	162.0	4.6	5.9	5.9	224.5	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	225.7	226	225.7	162.0	162	162.0	4.6	5.9	5.9	224.5	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	25	25	25	21	21	21	0	4	4	27	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: F[67.4]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	1	21	31	0	45	78	910	16	11	936	46
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	9	1	21	31	0	45	78	910	16	11	936	46
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	9	1	22	33	0	47	82	958	17	12	985	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	1	22	33	0	47	82	958	17	12	985	48
Critical Gap Module:												
Critical Gp:	7.5 6.5	6.9		7.5 6.5	6.9		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1646 2187	487		1676 2172	517		1034 xxxx	xxxxx		975 xxxx	xxxxx	
Potent Cap.:	67 46	532		63 47	509		680 xxxx	xxxxx		716 xxxx	xxxxx	
Move Cap.:	54 40	532		53 41	509		680 xxxx	xxxxx		716 xxxx	xxxxx	
Volume/Cap:	0.17 0.03	0.04		0.61 0.00	0.09		0.12 xxxx	xxxx		0.02 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		2.4 xxxx	xxxxx		0.4 xxxx	xxxxx		0.0 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		146.6 xxxx	xxxxx		11.0 xxxx	xxxxx		10.1 xxxx	xxxxx	
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 135	xxxxx		xxxx xxxx	509		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 0.9	xxxxx		xxxxx xxxx	0.3		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx 40.1	xxxxx		xxxxx xxxx	12.8		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* E	*		* B	*		*	*		*	*	
ApproachDel:	40.1			67.4			xxxxxx			xxxxxx		
ApproachLOS:	E			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: 100 Level Of Service: E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20 20	20		20 20	20		8 8	8		8 8	8	
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	149 1524	126		164 2098	248		124 956	135		197 928	118	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	149 1524	126		164 2098	248		124 956	135		197 928	118	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	157 1604	133		173 2208	261		131 1006	142		207 977	124	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	157 1604	133		173 2208	261		131 1006	142		207 977	124	
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	157 1604	133		173 2208	261		131 1006	142		207 977	124	
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.20 0.90	0.90		0.20 0.90	0.90		0.18 0.93	0.93		0.18 0.93	0.93	
Lanes:	1.00 2.77	0.23		1.00 2.68	0.32		1.00 1.75	0.25		1.00 1.77	0.23	
Final Sat.:	380 4738	392		380 4564	540		346 3103	438		346 3148	400	
Capacity Analysis Module:												
Vol/Sat:	0.41 0.34	0.34		0.45 0.48	0.48		0.38 0.32	0.32		0.60 0.31	0.31	
Crit Moves:				****						****		
Green/Cycle:	0.40 0.40	0.40		0.40 0.40	0.40		0.44 0.44	0.44		0.44 0.44	0.44	
Volume/Cap:	1.03 0.85	0.85		1.14 1.21	1.21		0.86 0.74	0.74		1.36 0.71	0.71	
Delay/Veh:	96.7 17.1	17.1		129.1 114	114.1		48.1 13.5	13.5		213.6 12.9	12.9	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	96.7 17.1	17.1		129.1 114	114.1		48.1 13.5	13.5		213.6 12.9	12.9	
LOS by Move:	F	B	B	F	F	F	D	B	B	F	B	B
HCM2kAvgQ:	7	12	12	9	37	37	5	10	10	12	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.7
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	37	386	24	561	465	143	52	156	27	9	113	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	386	24	561	465	143	52	156	27	9	113	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	406	25	591	489	151	55	164	28	9	119	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	406	25	591	489	151	55	164	28	9	119	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	406	25	591	489	151	55	164	28	9	119	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.96	0.80	0.24	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2561	159	1092	905	278	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.54	0.54	0.54	0.04	0.10	0.10	0.01	0.06	0.25
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.97	0.97	0.97	0.15	0.37	0.37	0.03	0.22	0.91
Delay/Veh:	5.8	5.8	5.8	28.1	28.1	28.1	13.7	14.9	14.9	13.1	14.0	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	28.1	28.1	28.1	13.7	14.9	14.9	13.1	14.0	39.3
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	D
HCM2kAvgQ:	2	2	2	16	16	16	1	3	3	0	2	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	41	361	25	32	332	67	68	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	332	67	68	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	349	71	72	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	349	71	72	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	349	71	72	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	541	44	454	539	381	805	436	380	803	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****		****				****			****	
Delay/Veh:	36.2	36.2	9.4	28.7	28.7	10.0	13.3	12.9	10.7	12.8	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	36.2	9.4	28.7	28.7	10.0	13.3	12.9	10.7	12.8	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:		34.6			25.8			12.8			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.6			25.8			12.8			12.5	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[28.9]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	215	781	0	0	670	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	781	0	0	670	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	822	0	0	705	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	822	0	0	705	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	781	xxxx	xxxxx	xxxx	xxxx	xxxxx	2018	xxxx	743	xxxx	xxxx	xxxxx
Potent Cap.:	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	xxxx	418	xxxx	xxxx	xxxxx
Move Cap.:	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	52	xxxx	418	xxxx	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	0.51	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.8	xxxx	xxxx	xxxxx
Control Del:	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	108.2	xxxx	22.2	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.9			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	51	218	122	81	279	37	62	806	43	149	728	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	218	122	81	279	37	62	806	43	149	728	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	229	128	85	294	39	65	848	45	157	766	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	229	128	85	294	39	65	848	45	157	766	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	229	128	85	294	39	65	848	45	157	766	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.95	0.37	0.98	0.98	0.36	0.99	0.99	0.15	0.95	0.85
Lanes:	1.00	0.64	0.36	1.00	0.88	0.12	1.00	0.95	0.05	1.00	2.00	1.00
Final Sat.:	699	1152	645	699	1647	218	675	1789	95	279	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.12	0.18	0.18	0.10	0.47	0.47	0.56	0.21	0.09
Crit Moves:		****								****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.35	0.91	0.91	0.55	0.81	0.81	0.16	0.76	0.76	0.91	0.34	0.14
Delay/Veh:	17.9	42.8	42.8	21.7	30.1	30.1	4.2	9.9	9.9	50.6	4.7	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	42.8	42.8	21.7	30.1	30.1	4.2	9.9	9.9	50.6	4.7	4.0
LOS by Move:	B	D	D	C	C	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	10	2	8	8	1	12	12	5	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.679
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	53.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	779	174	193	727	5	38	940	109	305	796	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	779	174	193	727	5	38	940	109	305	796	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	820	183	203	765	5	40	989	115	321	838	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	820	183	203	765	5	40	989	115	321	838	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	820	183	203	765	5	40	989	115	321	838	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.92	0.92	0.20	0.95	0.95	0.26	0.95	0.85	0.19	0.95	0.85
Lanes:	1.00	1.63	0.37	1.00	1.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	513	2871	641	380	3582	25	486	3610	1615	367	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.29	0.53	0.21	0.21	0.08	0.27	0.07	0.88	0.23	0.08
Crit Moves:				****						****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.66	0.71	0.71	1.34	0.53	0.53	0.19	0.62	0.16	1.99	0.53	0.18
Delay/Veh:	20.1	14.4	14.4	204.1	11.8	11.8	9.0	11.6	8.5	480.8	10.5	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	14.4	14.4	204.1	11.8	11.8	9.0	11.6	8.5	480.8	10.5	8.6
LOS by Move:	C	B	B	F	B	B	A	B	A	F	B	A
HCM2kAvgQ:	3	8	8	12	5	5	1	7	1	26	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	154.5
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	74	1437	126	125	2096	403	327	895	63	125	870	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1437	126	125	2096	403	327	895	63	125	870	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1513	133	132	2206	424	344	942	66	132	916	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1513	133	132	2206	424	344	942	66	132	916	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1513	133	132	2206	424	344	942	66	132	916	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.97	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.78	0.22
Final Sat.:	1805	4712	413	1805	4246	816	1836	4797	338	1805	4758	372
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.07	0.52	0.52	0.19	0.20	0.20	0.07	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.41	0.41	0.34	0.34	0.34	0.16	0.16	0.16	0.13	0.16	0.16
Volume/Cap:	0.27	0.79	0.79	0.49	1.52	1.52	1.20	1.25	1.25	0.57	1.20	1.20
Delay/Veh:	28.2	21.4	21.4	21.3	263	262.6	148.9	154	154.0	34.1	134	134.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	21.4	21.4	21.3	263	262.6	148.9	154	154.0	34.1	134	134.4
LOS by Move:	C	C	C	C	F	F	F	F	F	C	F	F
HCM2kAvgQ:	2	14	14	3	64	64	18	21	21	4	19	19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	241	254	92	309	79	41	424	25	241	554	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	241	254	92	309	79	41	424	25	241	554	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	254	267	97	325	83	43	446	26	254	583	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	254	267	97	325	83	43	446	26	254	583	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	254	267	97	325	83	43	446	26	254	583	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.86	0.86	0.85	0.39	0.95	0.85	0.49	0.95	0.85
Lanes:	0.04	0.96	1.00	0.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1793	1615	376	1262	1615	745	3610	1615	922	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.17	0.26	0.26	0.05	0.06	0.12	0.02	0.28	0.16	0.07
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.35	0.41	0.63	0.63	0.13	0.13	0.28	0.04	0.63	0.37	0.16
Delay/Veh:	10.5	10.5	11.0	13.9	13.9	9.4	8.7	9.2	8.2	14.4	9.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	11.0	13.9	13.9	9.4	8.7	9.2	8.2	14.4	9.7	8.7
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	3	6	6	1	1	3	0	4	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.098
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	33.0
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	29	723	186	82	1068	14	95	629	117	361	802	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	723	186	82	1068	14	95	629	117	361	802	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	761	196	86	1124	15	100	662	123	380	844	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	761	196	86	1124	15	100	662	123	380	844	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	761	196	86	1124	15	100	662	123	380	844	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.21	0.95	0.95	0.24	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	1.59	0.41	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	346	2782	716	393	3556	47	447	3610	1615	627	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.22	0.32	0.32	0.22	0.18	0.08	0.61	0.23	0.19
Crit Moves:					****					****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.20	0.62	0.62	0.50	0.72	0.72	0.56	0.46	0.19	1.52	0.58	0.48
Delay/Veh:	9.3	11.6	11.6	12.3	13.1	13.1	15.6	11.3	9.9	266.3	12.4	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	11.6	11.6	12.3	13.1	13.1	15.6	11.3	9.9	266.3	12.4	11.7
LOS by Move:	A	B	B	B	B	B	B	B	A	F	B	B
HCM2kAvgQ:	1	7	7	2	9	9	2	4	1	24	6	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.712
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.3
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	45	1340	95	247	1751	117	76	817	31	94	1431	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1340	95	247	1751	117	76	817	31	94	1431	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1411	100	260	1843	123	80	860	33	99	1506	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1411	100	260	1843	123	80	860	33	99	1506	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1411	100	260	1843	123	80	860	33	99	1506	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.13	0.90	0.90	0.33	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	255	4795	340	255	4818	322	623	3610	1615	623	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	1.02	0.38	0.38	0.13	0.24	0.02	0.16	0.42	0.09
Crit Moves:				****							****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.31	0.49	0.49	1.71	0.64	0.64	0.53	0.98	0.08	0.65	1.71	0.39
Delay/Veh:	6.2	5.9	5.9	357.0	7.1	7.1	19.8	43.6	14.7	26.7	344	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	5.9	5.9	357.0	7.1	7.1	19.8	43.6	14.7	26.7	344	16.4
LOS by Move:	A	A	A	F	A	A	B	D	B	C	F	B
HCM2kAvgQ:	1	5	5	19	8	8	2	13	0	3	55	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	38	166	124	86	355	161	138	1133	69	119	1204	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	166	124	86	355	161	138	1133	69	119	1204	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	175	131	91	374	169	145	1193	73	125	1267	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	175	131	91	374	169	145	1193	73	125	1267	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	175	131	91	374	169	145	1193	73	125	1267	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.15	0.90	0.90	0.16	0.90	0.90
Lanes:	0.11	0.51	0.38	0.14	0.59	0.27	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	182	793	592	227	936	425	276	4845	295	300	4950	206
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.40	0.40	0.53	0.25	0.25	0.42	0.26	0.26
Crit Moves:					****		****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.56	0.56	0.56	1.01	1.01	1.01	1.01	0.47	0.47	0.80	0.49	0.49
Delay/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	43.5	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	43.5	15.4	15.4
LOS by Move:	C	C	C	E	E	E	F	B	B	D	B	B
HCM2kAvgQ:	9	9	9	27	27	27	8	9	9	5	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	50	Critical Vol./Cap.(X):	1.075
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	93	789	104	81	1400	104	160	1117	51	166	1198	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	789	104	81	1400	104	160	1117	51	166	1198	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	831	109	85	1474	109	168	1176	54	175	1261	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	831	109	85	1474	109	168	1176	54	175	1261	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	831	109	85	1474	109	168	1176	54	175	1261	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.21	0.94	0.94	0.20	0.90	0.90	0.20	0.90	0.90
Lanes:	1.00	1.77	0.23	1.00	1.86	0.14	1.00	2.87	0.13	1.00	2.71	0.29
Final Sat.:	346	3135	413	407	3327	247	380	4926	225	380	4628	487
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.26	0.21	0.44	0.44	0.44	0.24	0.24	0.46	0.27	0.27
Crit Moves:					****					****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.64	0.60	0.60	0.48	1.01	1.01	1.11	0.60	0.60	1.15	0.68	0.68
Delay/Veh:	20.0	11.3	11.3	11.9	38.3	38.3	119.9	12.3	12.3	133.9	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	11.3	11.3	11.9	38.3	38.3	119.9	12.3	12.3	133.9	13.3	13.3
LOS by Move:	C	B	B	B	D	D	F	B	B	F	B	B
HCM2kAvgQ:	3	7	7	2	22	22	8	6	6	9	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	100	Level Of Service:	C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	63	1002	47	84	1572	181	386	657	24	131	1035	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1002	47	84	1572	181	386	657	24	131	1035	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	1055	49	88	1655	191	406	692	25	138	1089	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1055	49	88	1655	191	406	692	25	138	1089	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1055	49	88	1655	191	406	692	25	138	1089	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.87	0.13	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.87	0.13
Final Sat.:	3502	4920	231	3502	4582	528	3502	4979	182	3502	4922	228
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.36	0.36	0.00	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.41	0.41	0.17	0.28	0.28	0.10	0.25	0.25
Volume/Cap:	0.21	0.58	0.58	0.29	0.88	0.88	0.68	0.50	0.50	0.39	0.88	0.88
Delay/Veh:	42.5	25.6	25.6	43.3	32.3	32.3	42.0	30.3	30.3	42.8	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	25.6	25.6	43.3	32.3	32.3	42.0	30.3	30.3	42.8	43.7	43.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	1	10	10	2	23	23	7	7	7	2	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.434
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	53.0
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 2	0 1	1 0	2 0 1
Volume Module:												
Base Vol:	51	180	62	66	440	57	58	1316	58	207	1316	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	180	62	66	440	57	58	1316	58	207	1316	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	189	65	69	463	60	61	1385	61	218	1385	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	189	65	69	463	60	61	1385	61	218	1385	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	189	65	69	463	60	61	1385	61	218	1385	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.86	0.86	0.86	0.14	0.95	0.85	0.14	0.95	0.85
Lanes:	0.22	0.78	1.00	0.12	0.78	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	274	967	1615	192	1283	166	258	3610	1615	258	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.36	0.36	0.36	0.24	0.38	0.04	0.84	0.38	0.05
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.78	0.78	0.16	1.43	1.43	1.43	0.40	0.65	0.06	1.43	0.65	0.09
Delay/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.6	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.6	4.5
LOS by Move:	C	C	B	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	1	34	34	34	1	9	0	14	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.192
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	45.5
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1	0	1 1 0	1	0	2 0	1	0	2 0 1
Volume Module:												
Base Vol:	129	825	103	136	1384	92	134	1099	216	172	1345	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	825	103	136	1384	92	134	1099	216	172	1345	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	868	108	143	1457	97	141	1157	227	181	1416	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	868	108	143	1457	97	141	1157	227	181	1416	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	868	108	143	1457	97	141	1157	227	181	1416	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.22	0.94	0.94	0.17	0.95	0.85	0.17	0.95	0.85
Lanes:	1.00	1.78	0.22	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	416	3155	394	416	3355	223	319	3610	1615	319	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.28	0.28	0.34	0.43	0.43	0.44	0.32	0.14	0.57	0.39	0.12
Crit Moves:					****					****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.90	0.76	0.76	0.94	1.19	1.19	0.93	0.67	0.30	1.19	0.82	0.25
Delay/Veh:	58.9	16.5	16.5	71.9	110	110.3	64.5	11.2	8.2	147.1	14.7	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	16.5	16.5	71.9	110	110.3	64.5	11.2	8.2	147.1	14.7	7.9
LOS by Move:	E	B	B	E	F	F	E	B	A	F	B	A
HCM2kAvgQ:	5	9	9	6	33	33	5	8	2	9	13	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.222
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	151.9
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	149	921	177	117	1570	191	162	1162	117	201	1593	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	921	177	117	1570	191	162	1162	117	201	1593	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	969	186	123	1653	201	171	1223	123	212	1677	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	969	186	123	1653	201	171	1223	123	212	1677	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	969	186	123	1653	201	171	1223	123	212	1677	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.55	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4246	816	1805	4550	554	1046	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.36	0.36	0.16	0.34	0.08	0.12	0.46	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.65	0.76	0.76	0.47	1.41	1.41	0.77	1.29	0.29	0.88	1.41	0.16
Delay/Veh:	37.1	26.0	26.0	23.5	218	217.6	37.0	166	22.5	60.6	215	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	26.0	26.0	23.5	218	217.6	37.0	166	22.5	60.6	215	17.9
LOS by Move:	D	C	C	C	F	F	D	F	C	E	F	B
HCM2kAvgQ:	5	11	11	3	42	42	6	35	2	8	54	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	40	923	25	63	1647	31	42	100	29	113	263	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	923	25	63	1647	31	42	100	29	113	263	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	972	26	66	1734	33	44	105	31	119	277	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	972	26	66	1734	33	44	105	31	119	277	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	972	26	66	1734	33	44	105	31	119	277	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.95	0.24	0.95	0.95	0.30	0.97	0.97	0.85	0.85	0.85
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	272	3501	95	447	3533	66	562	1423	413	484	1127	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.28	0.15	0.49	0.49	0.08	0.07	0.07	0.25	0.25	0.08
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.50	0.50	0.27	0.88	0.88	0.28	0.26	0.26	0.88	0.88	0.29
Delay/Veh:	6.7	6.9	6.9	6.3	14.2	14.2	15.0	14.3	14.3	34.5	34.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.9	6.9	6.3	14.2	14.2	15.0	14.3	14.3	34.5	34.5	14.5
LOS by Move:	A	A	A	A	B	B	B	B	B	C	C	B
HCM2kAvgQ:	1	5	5	1	17	17	1	2	2	10	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.7
Optimal Cycle: 100 Level Of Service: E

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	166	130	64	630	45	57	1152	107	382	1510	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	166	130	64	630	45	57	1152	107	382	1510	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	175	137	67	663	47	60	1213	113	402	1589	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	175	137	67	663	47	60	1213	113	402	1589	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	175	137	67	663	47	60	1213	113	402	1589	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.89	0.89	0.39	0.94	0.94	0.13	0.95	0.85	0.21	0.95	0.85
Lanes:	1.00	1.12	0.88	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	509	1891	1481	737	3336	238	239	3610	1615	391	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.09	0.20	0.20	0.25	0.34	0.07	1.03	0.44	0.02
Crit Moves:					****					****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	1.14	0.62	0.62	0.61	1.33	1.33	0.33	0.44	0.09	1.33	0.57	0.03
Delay/Veh:	187.5	42.2	42.2	49.6	205	204.8	4.5	4.1	2.9	182.2	5.0	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.5	42.2	42.2	49.6	205	204.8	4.5	4.1	2.9	182.2	5.0	2.7
LOS by Move:	F	D	D	D	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	6	3	25	25	1	7	1	27	11	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.736
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 65.0
Optimal Cycle: 100 Level Of Service: E

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	61	890	122	136	1385	156	82	1218	51	188	1645	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	890	122	136	1385	156	82	1218	51	188	1645	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	937	128	143	1458	164	86	1282	54	198	1732	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	937	128	143	1458	164	86	1282	54	198	1732	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	937	128	143	1458	164	86	1282	54	198	1732	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.93	0.93	0.11	0.94	0.94	0.08	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.76	0.24	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	195	3118	427	201	3196	360	143	3610	1615	224	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.30	0.30	0.71	0.46	0.46	0.60	0.36	0.03	0.88	0.48	0.09
Crit Moves:				****						****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.80	0.73	0.73	1.74	1.11	1.11	1.18	0.70	0.07	1.74	0.94	0.19
Delay/Veh:	68.2	26.8	26.8	405.8	90.0	90.0	187.0	19.8	12.5	389.3	33.3	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	26.8	26.8	405.8	90.0	90.0	187.0	19.8	12.5	389.3	33.3	13.4
LOS by Move:	E	C	C	F	F	F	F	B	B	F	C	B
HCM2kAvgQ:	4	16	16	13	41	41	7	16	1	18	32	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.273
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	86.9
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	91	1114	182	145	1545	200	131	1306	82	229	1864	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1114	182	145	1545	200	131	1306	82	229	1864	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	1173	192	153	1626	211	138	1375	86	241	1962	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1173	192	153	1626	211	138	1375	86	241	1962	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1173	192	153	1626	211	138	1375	86	241	1962	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.89	0.89	0.13	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.58	0.42	1.00	2.66	0.34	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	154	4365	713	243	4514	584	1805	4837	304	1805	4710	414
Capacity Analysis Module:												
Vol/Sat:	0.62	0.27	0.27	0.63	0.36	0.36	0.08	0.28	0.28	0.13	0.42	0.42
Crit Moves:				****			****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.26	0.26	0.12	0.33	0.33
Volume/Cap:	1.26	0.55	0.55	1.27	0.73	0.73	1.27	1.08	1.08	1.08	1.27	1.27
Delay/Veh:	214.8	17.8	17.8	198.2	21.2	21.2	223.9	85.7	85.7	126.7	161	161.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	214.8	17.8	17.8	198.2	21.2	21.2	223.9	85.7	85.7	126.7	161	161.5
LOS by Move:	F	B	B	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	8	11	11	11	17	17	10	26	26	13	47	47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	207	153	105	816	123	99	1052	110	208	890	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	207	153	105	816	123	99	1052	110	208	890	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	218	161	111	859	129	104	1107	116	219	937	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	218	161	111	859	129	104	1107	116	219	937	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	218	161	111	859	129	104	1107	116	219	937	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.85	0.61	0.93	0.93	0.26	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	555	3610	1615	1155	3074	463	496	3610	1615	380	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.10	0.10	0.28	0.28	0.21	0.31	0.07	0.58	0.26	0.07
Crit Moves:					****					****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.46	0.22	0.36	0.35	1.02	1.02	0.37	0.54	0.13	1.02	0.46	0.12
Delay/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
LOS by Move:	B	B	B	B	D	D	A	A	A	E	A	A
HCM2kAvgQ:	2	2	2	2	16	16	1	6	1	9	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.204
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.6
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	46	892	68	95	1192	74	66	934	88	241	1054	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	892	68	95	1192	74	66	934	88	241	1054	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	939	72	100	1255	78	69	983	93	254	1109	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	939	72	100	1255	78	69	983	93	254	1109	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	939	72	100	1255	78	69	983	93	254	1109	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.12	0.95	0.85	0.19	0.94	0.94	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	230	3610	1615	230	3610	1615	359	3256	307	377	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.04	0.44	0.35	0.05	0.19	0.30	0.30	0.67	0.31	0.11
Crit Moves:				****						****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.58	0.72	0.12	1.20	0.96	0.13	0.35	0.54	0.54	1.20	0.55	0.19
Delay/Veh:	36.0	29.5	21.4	195.5	47.8	21.5	13.1	14.3	14.3	150.0	14.4	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	29.5	21.4	195.5	47.8	21.5	13.1	14.3	14.3	150.0	14.4	11.0
LOS by Move:	D	C	C	F	D	C	B	B	B	F	B	B
HCM2kAvgQ:	2	14	1	8	26	2	2	11	11	16	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.333
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	102.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.90	0.90	0.13	0.89	0.89	0.95	0.95	0.85	0.70	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	184	4549	555	241	4508	591	1805	3610	1615	1328	3131	414
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.26	0.68	0.41	0.41	0.06	0.34	0.04	0.21	0.41	0.41
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.72	0.57	0.57	1.49	0.90	0.90	0.42	1.20	0.15	0.88	1.49	1.49
Delay/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
LOS by Move:	D	B	B	F	C	C	D	F	C	D	F	F
HCM2kAvgQ:	3	10	10	13	24	24	3	34	1	11	53	53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	40	236	71	175	880	92	32	1375	124	268	955	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	236	71	175	880	92	32	1375	124	268	955	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	248	75	184	926	97	34	1447	131	282	1005	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.05	0.00	0.26	0.06	0.02	0.28	0.08	0.16	0.19	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.19	0.19	0.16	0.31	0.31	0.18	0.33	0.33	0.34	0.34	0.51
Volume/Cap:	0.29	0.36	0.24	0.62	0.83	0.19	0.10	0.83	0.24	0.68	0.56	0.13
Delay/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
LOS by Move:	D	D	C	D	D	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	2	6	16	2	1	17	3	9	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.338
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	85.8
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	124	905	135	231	1323	94	94	811	229	301	1213	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	905	135	231	1323	94	94	811	229	301	1213	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	953	142	243	1393	99	99	854	241	317	1277	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	953	142	243	1393	99	99	854	241	317	1277	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	953	142	243	1393	99	99	854	241	317	1277	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.89	0.89	0.95	0.90	0.90	0.84	0.88	0.88	0.47	0.91	0.85
Lanes:	1.00	2.61	0.39	1.00	2.80	0.20	1.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	205	4428	661	1805	4794	341	1601	3911	1104	897	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.64	0.22	0.22	0.13	0.29	0.29	0.06	0.22	0.22	0.35	0.25	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.46	0.46	0.46	0.10	0.55	0.55	0.21	0.16	0.16	0.34	0.23	0.33
Volume/Cap:	1.40	0.47	0.47	1.37	0.53	0.53	0.58	1.37	1.37	1.02	1.05	0.36
Delay/Veh:	258.7	19.1	19.1	244.5	14.3	14.3	39.1	218	217.7	86.7	78.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	258.7	19.1	19.1	244.5	14.3	14.3	39.1	218	217.7	86.7	78.0	25.7
LOS by Move:	F	B	B	F	B	B	D	F	F	F	E	C
HCM2kAvgQ:	11	9	9	18	11	11	4	28	28	15	22	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	139	0	360	0	0	0	0	1419	48	79	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	360	0	0	0	0	1419	48	79	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	379	0	0	0	0	1494	51	83	1246	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.11	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4992	169	215	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.23	0.00	0.00	0.00	0.00	0.30	0.30	0.39	0.24	0.00
Crit Moves:			****							****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.00	0.52	0.52	0.68	0.42	0.00
Delay/Veh:	24.0	0.0	31.1	0.0	0.0	0.0	0.0	13.2	13.2	28.9	12.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	0.0	31.1	0.0	0.0	0.0	0.0	13.2	13.2	28.9	12.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	3	0	11	0	0	0	0	11	11	3	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.1
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.54	0.46	1.00	2.68	0.32	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1805	4292	775	1805	4562	542	3502	4917	234	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.41	0.41	0.00	0.26	0.26	0.00	0.33	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.09	0.38	0.38	0.05	0.24	0.24	0.21	0.36	0.36
Volume/Cap:	0.54	0.79	0.79	0.79	1.09	1.09	0.48	1.09	1.09	0.88	0.94	0.19
Delay/Veh:	47.1	32.4	32.4	67.0	79.7	79.7	48.0	90.9	90.9	50.2	40.9	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	32.4	32.4	67.0	79.7	79.7	48.0	90.9	90.9	50.2	40.9	22.3
LOS by Move:	D	C	C	E	E	E	D	F	F	D	D	C
HCM2kAvgQ:	3	16	16	6	36	36	2	24	24	13	24	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	346	63	130	843	128	154	625	78	53	234	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	346	63	130	843	128	154	625	78	53	234	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	364	66	137	887	135	162	658	82	56	246	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	66	137	887	135	162	658	82	56	246	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	66	137	887	135	162	658	82	56	246	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.93	0.93	0.49	0.93	0.93	0.52	0.93	0.93	0.26	0.90	0.90
Lanes:	1.00	1.69	0.31	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.33	0.67
Final Sat.:	380	2984	543	937	3071	466	980	3155	394	485	2286	1143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.15	0.29	0.29	0.17	0.21	0.21	0.12	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.12	0.24	0.24	0.29	0.57	0.57	0.46	0.57	0.57	0.32	0.30	0.30
Delay/Veh:	8.1	8.5	8.5	9.0	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.5	8.5	9.0	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	2	8	8	3	7	7	1	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	149	1238	82	69	1384	184	111	339	179	58	169	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1238	82	69	1384	184	111	339	179	58	169	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1303	86	73	1457	194	117	357	188	61	178	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1303	86	73	1457	194	117	357	188	61	178	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1303	86	73	1457	194	117	357	188	61	178	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.17	0.89	0.89	0.48	0.90	0.90	0.23	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.65	0.35	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	232	4821	319	319	4496	598	903	2240	1183	435	2242	1181
Capacity Analysis Module:												
Vol/Sat:	0.68	0.27	0.27	0.23	0.32	0.32	0.13	0.16	0.16	0.14	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.91	0.36	0.36	0.31	0.44	0.44	0.74	0.91	0.91	0.80	0.45	0.45
Delay/Veh:	53.3	4.5	4.5	5.0	4.9	4.9	55.7	58.2	58.2	82.9	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	4.5	4.5	5.0	4.9	4.9	55.7	58.2	58.2	82.9	37.5	37.5
LOS by Move:	D	A	A	A	A	A	E	E	E	F	D	D
HCM2kAvgQ:	7	6	6	1	7	7	5	12	12	4	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.8
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	27	232	74	112	929	99	100	740	213	211	460	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	232	74	112	929	99	100	740	213	211	460	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	244	78	118	978	104	105	779	224	222	484	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	244	78	118	978	104	105	779	224	222	484	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	244	78	118	978	104	105	779	224	222	484	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.55	0.94	0.94	0.46	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	2638	842	1051	3217	343	866	3610	1615	555	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.11	0.30	0.30	0.12	0.22	0.14	0.40	0.13	0.06
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.25	0.25	0.30	0.81	0.81	0.25	0.44	0.28	0.81	0.27	0.13
Delay/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.3
LOS by Move:	B	B	B	B	C	C	A	B	A	C	A	A
HCM2kAvgQ:	1	2	2	2	12	12	1	5	3	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	151	1276	81	130	1240	221	99	453	133	104	489	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1276	81	130	1240	221	99	453	133	104	489	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1343	85	137	1305	233	104	477	140	109	515	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1343	85	137	1305	233	104	477	140	109	515	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1343	85	137	1305	233	104	477	140	109	515	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.14	0.89	0.89	0.27	0.92	0.92	0.25	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.55	0.45	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	234	4833	307	272	4301	767	504	2696	791	479	3043	492
Capacity Analysis Module:												
Vol/Sat:	0.68	0.28	0.28	0.50	0.30	0.30	0.21	0.18	0.18	0.23	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.99	0.40	0.40	0.73	0.44	0.44	0.89	0.76	0.76	0.99	0.73	0.73
Delay/Veh:	82.2	6.8	6.8	23.4	7.1	7.1	88.4	40.2	40.2	119.6	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	6.8	6.8	23.4	7.1	7.1	88.4	40.2	40.2	119.6	38.9	38.9
LOS by Move:	F	A	A	C	A	A	F	D	D	F	D	D
HCM2kAvgQ:	9	7	7	4	8	8	6	11	11	7	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538
Capacity Analysis Module:												
Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.1
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1050	0	0	990	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1050	0	0	990	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1105	0	0	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1105	0	0	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1105	0	0	1042	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1050	0	0	990	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1050	0	0	990	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1105	0	0	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1105	0	0	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1105	0	0	1042	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1050	0	0	990	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1050	0	0	990	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1105	0	0	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1105	0	0	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1105	0	0	1042	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec):	0	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.9
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Canoga Ave									Busway		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	5	0	0
Lanes:	0 0	1 0	1	0 0	1 0	0	0 0	0 0	0	1 0	0 0	0
Volume Module:												
Base Vol:	0	799	0	0	742	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	799	0	0	742	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	841	0	0	781	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	841	0	0	781	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	841	0	0	781	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1900	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga AVe									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	10
Lanes:	0 0	2 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1162	35	20	1628	0	0	0	0	35	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1162	35	20	1628	0	0	0	0	35	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1223	37	21	1714	0	0	0	0	37	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1223	37	21	1714	0	0	0	0	37	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1223	37	21	1714	0	0	0	0	37	0	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5015	151	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.01	0.47	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:					****							****
Green/Cycle:	0.00	0.28	0.28	0.46	0.74	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.87	0.87	0.03	0.64	0.00	0.00	0.00	0.00	0.20	0.00	0.13
Delay/Veh:	0.0	40.3	40.3	14.8	7.0	0.0	0.0	0.0	0.0	41.9	0.0	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.3	40.3	14.8	7.0	0.0	0.0	0.0	0.0	41.9	0.0	41.4
LOS by Move:	A	D	D	B	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	17	17	0	14	0	0	0	0	1	0	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.350
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	150.6
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0 2	1 0		1 0 2	0 1		1 0 1	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	38	2856	44	125	1981	273	480	361	58	113	213	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2856	44	125	1981	273	480	361	58	113	213	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	3006	46	132	2085	287	505	380	61	119	224	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3006	46	132	2085	287	505	380	61	119	224	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3006	46	132	2085	287	505	380	61	119	224	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.52	0.93	0.93	0.45	1.00	0.85
Lanes:	1.00	2.95	0.05	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1805	5098	79	1805	3610	1615	996	3045	489	849	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.07	0.58	0.18	0.51	0.12	0.12	0.14	0.12	0.28
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.44	0.44	0.06	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.43
Volume/Cap:	0.40	1.35	1.35	1.31	1.33	0.41	1.35	0.33	0.33	0.37	0.31	0.66
Delay/Veh:	43.6	187	187.1	237.4	176	17.8	203.6	20.2	20.2	21.2	20.2	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	187	187.1	237.4	176	17.8	203.6	20.2	20.2	21.2	20.2	22.6
LOS by Move:	D	F	F	F	F	B	F	C	C	C	C	C
HCM2kAvgQ:	2	68	68	10	65	6	32	5	5	3	4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.309
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	136.1
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0 2	1 0		1 0 1	1 0		1 0 1	1 0		2 0 1	0 1	
Volume Module:												
Base Vol:	58	2754	384	210	1605	109	170	403	34	399	339	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	2754	384	210	1605	109	170	403	34	399	339	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	2899	404	221	1689	115	179	424	36	420	357	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2899	404	221	1689	115	179	424	36	420	357	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2899	404	221	1689	115	179	424	36	420	357	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.34	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.84	0.16	2.00	1.00	1.00
Final Sat.:	1805	4470	623	648	3347	227	1805	3289	277	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.65	0.65	0.34	0.50	0.50	0.10	0.13	0.13	0.12	0.19	0.26
Crit Moves:		****		****					****		****	
Green/Cycle:	0.11	0.48	0.48	0.46	0.46	0.46	0.11	0.11	0.11	0.14	0.14	0.23
Volume/Cap:	0.30	1.35	1.35	0.89	1.10	1.10	0.89	1.16	1.16	0.86	1.35	1.13
Delay/Veh:	37.7	183	182.9	45.0	77.5	77.5	75.0	137	136.8	52.3	218	121.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	183	182.9	45.0	77.5	77.5	75.0	137	136.8	52.3	218	121.5
LOS by Move:	D	F	F	D	E	E	E	F	F	D	F	F
HCM2kAvgQ:	2	73	73	9	41	41	8	14	14	9	24	21

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.414
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.5
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	658	334	113	115	34	20	918	43	164	1218	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	658	334	113	115	34	20	918	43	164	1218	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	693	352	119	121	36	21	966	45	173	1282	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	693	352	119	121	36	21	966	45	173	1282	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	693	352	119	121	36	21	966	45	173	1282	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.40	0.40	0.40	0.11	0.95	0.85	0.16	0.95	0.85
Lanes:	0.12	0.59	0.29	0.43	0.44	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	207	966	490	328	334	99	207	3610	1615	302	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.36	0.36	0.36	0.10	0.27	0.03	0.57	0.36	0.11
Crit Moves:		****								****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.41	1.41	1.41	0.71	0.71	0.71	0.25	0.66	0.07	1.41	0.88	0.27
Delay/Veh:	215.5	216	215.5	23.4	23.4	23.4	19.4	23.0	16.5	254.4	31.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.5	216	215.5	23.4	23.4	23.4	19.4	23.0	16.5	254.4	31.2	18.2
LOS by Move:	F	F	F	C	C	C	B	C	B	F	C	B
HCM2kAvgQ:	77	77	77	7	7	7	1	12	1	13	21	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: F[142.9]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	23	3	94	14	3	75	80	1090	34	26	1240	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	3	94	14	3	75	80	1090	34	26	1240	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	3	99	15	3	79	84	1147	36	27	1305	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	3	99	15	3	79	84	1147	36	27	1305	22
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2025	2698	574	2104	2712	653	1327	xxxx	xxxxx	1183	xxxx	xxxxx
Potent Cap.:	35	22	467	30	21	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Move Cap.:	21	17	467	17	17	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Volume/Cap:	1.18	0.18	0.21	0.84	0.18	0.19	0.16	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.8	2.2	xxxx	xxxxx	0.6	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.8	458.6	xxxx	xxxxx	13.1	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	*	*	B	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	20	xxxx	xxxxx	xxxx	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	3.7	xxxx	xxxxx	xxxxx	xxxx	1.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	606.4	xxxx	xxxxx	xxxxx	xxxx	31.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	D	*	*	*	*	*	*
ApproachDel:	142.9			96.1			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	160	415	315	175	129	166	149	950	126	91	1028	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	415	315	175	129	166	149	950	126	91	1028	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	437	332	184	136	175	157	1000	133	96	1082	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	437	332	184	136	175	157	1000	133	96	1082	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	437	332	184	136	175	157	1000	133	96	1082	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.89	0.89	0.26	1.00	0.85	0.17	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1232	1919	1456	496	1900	1615	320	3610	1615	374	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.37	0.07	0.11	0.49	0.28	0.08	0.26	0.30	0.08
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.35	0.58	0.58	0.95	0.18	0.28	0.95	0.53	0.16	0.49	0.58	0.16
Delay/Veh:	19.6	22.1	22.1	75.2	18.0	18.8	74.3	14.8	11.5	16.0	15.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	22.1	22.1	75.2	18.0	18.8	74.3	14.8	11.5	16.0	15.4	11.5
LOS by Move:	B	C	C	E	B	B	E	B	B	B	B	B
HCM2kAvgQ:	3	9	9	9	2	3	8	10	2	2	11	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.149
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	90.0
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	151	2285	198	233	1449	226	331	984	103	143	933	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	2285	198	233	1449	226	331	984	103	143	933	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	2405	208	245	1525	238	348	1036	108	151	982	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	2405	208	245	1525	238	348	1036	108	151	982	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	2405	208	245	1525	238	348	1036	108	151	982	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.76	0.24	2.00	2.60	0.40	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	3502	4716	409	3502	4397	686	3502	3222	337	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.07	0.35	0.35	0.10	0.32	0.32	0.04	0.27	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.43	0.43	0.06	0.43	0.43	0.09	0.27	0.27	0.06	0.24	0.30
Volume/Cap:	0.67	1.18	1.18	1.18	0.82	0.82	1.13	1.18	1.18	0.77	1.13	0.39
Delay/Veh:	47.9	110	109.7	160.2	25.3	25.3	132.0	123	122.7	59.3	107	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	110	109.7	160.2	25.3	25.3	132.0	123	122.7	59.3	107	25.4
LOS by Move:	D	F	F	F	C	C	F	F	F	E	F	C
HCM2kAvgQ:	4	47	47	8	18	18	11	31	31	4	25	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.471
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	183.1
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	105	2659	318	180	1981	33	95	376	51	421	344	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2659	318	180	1981	33	95	376	51	421	344	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	2799	335	189	2085	35	100	396	54	443	362	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2799	335	189	2085	35	100	396	54	443	362	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2799	335	189	2085	35	100	396	54	443	362	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	0.21	0.10	0.58	0.02	0.06	0.11	0.03	0.25	0.10	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.49	0.64	0.07	0.50	0.50	0.13	0.13	0.13	0.15	0.28	0.28
Volume/Cap:	1.15	1.59	0.32	1.59	1.15	0.04	0.48	0.84	0.26	1.59	0.35	0.43
Delay/Veh:	185.5	292	8.2	346.1	99.6	12.7	42.0	55.6	39.8	322.4	28.6	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	185.5	292	8.2	346.1	99.6	12.7	42.0	55.6	39.8	322.4	28.6	29.7
LOS by Move:	F	F	A	F	F	B	D	E	D	F	C	C
HCM2kAvgQ:	8	112	5	16	54	1	3	9	2	35	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.926
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	201.8
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1 0	1	0	0 1 0	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	140	919	500	225	339	74	49	709	185	405	740	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	500	225	339	74	49	709	185	405	740	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	526	237	357	78	52	746	195	426	779	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	526	237	357	78	52	746	195	426	779	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	526	237	357	78	52	746	195	426	779	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.58	0.58	0.58	0.23	0.92	0.92	0.24	0.92	0.92
Lanes:	0.18	1.18	0.64	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	221	1451	789	771	1162	254	445	2774	724	448	2891	621
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.31	0.31	0.31	0.12	0.27	0.27	0.95	0.27	0.27
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.93	1.93	1.93	0.89	0.89	0.89	0.23	0.54	0.54	1.93	0.55	0.55
Delay/Veh:	437.3	437	437.3	27.7	27.7	27.7	7.8	9.1	9.1	445.5	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	437.3	437	437.3	27.7	27.7	27.7	7.8	9.1	9.1	445.5	9.1	9.1
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	66	66	66	9	9	9	1	6	6	33	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 122.5 Worst Case Level Of Service: F[4252.3]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	65	0	15	34	0	109	71	1396	19	24	1538	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	34	0	109	71	1396	19	24	1538	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	36	0	115	75	1469	20	25	1619	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	16	36	0	115	75	1469	20	25	1619	73
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2489	3371	745	2590	3345	846	1692	xxxx	xxxxx	1489	xxxx	xxxxx
Potent Cap.:	15	8	361	13	8	310	382	xxxx	xxxxx	457	xxxx	xxxxx
Move Cap.:	8	6	361	10	6	310	382	xxxx	xxxxx	457	xxxx	xxxxx
Volume/Cap:	8.72	0.00	0.04	3.59	0.00	0.37	0.20	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.6	xxxx	xxxxx	0.7	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1912	xxxx	xxxxx	16.7	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	C	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	10	xxxxx	xxxx	xxxx	310	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	12.0	xxxxx	xxxxx	xxxx	1.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	4252	xxxxx	xxxxx	xxxx	23.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	4252.3			472.4			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.359
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.1
Optimal Cycle: 100 Level Of Service: E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	196	2349	243	101	1591	114	206	1130	118	124	749	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	2349	243	101	1591	114	206	1130	118	124	749	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	206	2473	256	106	1675	120	217	1189	124	131	788	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2473	256	106	1675	120	217	1189	124	131	788	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	2473	256	106	1675	120	217	1189	124	131	788	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.18	0.90	0.90	0.21	0.94	0.94	0.20	0.93	0.93
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	350	4635	479	350	4792	343	393	3223	337	374	3056	481
Capacity Analysis Module:												
Vol/Sat:	0.59	0.53	0.53	0.30	0.35	0.35	0.55	0.37	0.37	0.35	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.36	1.23	1.23	0.70	0.80	0.80	1.36	0.91	0.91	0.86	0.64	0.64
Delay/Veh:	212.3	121	121.1	25.1	14.5	14.5	211.5	22.8	22.8	49.4	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	212.3	121	121.1	25.1	14.5	14.5	211.5	22.8	22.8	49.4	12.9	12.9
LOS by Move:	F	F	F	C	B	B	F	C	C	D	B	B
HCM2kAvgQ:	12	42	42	3	11	11	13	15	15	5	7	7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	29	845	26	333	403	34	118	148	21	9	323	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	333	403	34	118	148	21	9	323	740
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	351	424	36	124	156	22	9	340	779
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	351	424	36	124	156	22	9	340	779
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	351	424	36	124	156	22	9	340	779
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.86	1.05	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3086	95	919	1113	94	952	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.38	0.38	0.38	0.13	0.10	0.10	0.01	0.18	0.48
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.78	0.78	0.78	1.03	1.03	1.03	0.28	0.20	0.20	0.02	0.38	1.03
Delay/Veh:	17.1	17.1	17.1	55.2	55.2	55.2	8.4	7.9	7.9	7.1	8.9	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	55.2	55.2	55.2	8.4	7.9	7.9	7.1	8.9	53.3
LOS by Move:	B	B	B	E	E	E	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	14	14	14	1	2	2	0	4	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.671
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.5
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	743	40	100	300	16	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	300	16	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	316	17	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	316	17	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	316	17	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	117	350	510	368	776	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.90	0.90	0.03	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.4	329	10.0	47.9	47.9	9.8	12.9	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.4	329	10.0	47.9	47.9	9.8	12.9	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	313.6			46.5			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	313.6			46.5			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 109.5 Worst Case Level Of Service: F[1125.1]

Street Name:	Canoga Ave								Plummer St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	208	1116		0 0	1103		145		88		0	186	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	208	1116		0 0	1103		145		88		0	186	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95		0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	219	1175		0 0	1161		153		93		0	196	0		0	0
Reduct Vol:	0	0		0 0	0		0		0		0	0	0		0	0
FinalVolume:	219	1175		0 0	1161		153		93		0	196	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1314	xxxx	xxxxx		xxxx	xxxx	xxxxx		2850	xxxx		1237		xxxx	xxxx	xxxxx
Potent Cap.:	533	xxxx	xxxxx		xxxx	xxxx	xxxxx		19	xxxx		217		xxxx	xxxx	xxxxx
Move Cap.:	533	xxxx	xxxxx		xxxx	xxxx	xxxxx		13	xxxx		217		xxxx	xxxx	xxxxx
Volume/Cap:	0.41	xxxx	xxxx		xxxx	xxxx	xxxx		7.11	xxxx		0.90		xxxx	xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	2.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		12.7	xxxx		7.4		xxxx	xxxx	xxxxx
Control Del:	16.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3323	xxxx		85.1		xxxxx	xxxx	xxxxx
LOS by Move:	C	*		*	*		*		F	*		F		*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*		*		*	*		*	*		*	
ApproachDel:	xxxxxx				xxxxxx				1125.1				xxxxxx			
ApproachLOS:	*				*				F				*			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: 100 Level Of Service: D

Street Name:	Owensmouth Ave								Nordhoff St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	8		8	8	8		8	8	17		17	17	17		17	17
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	44	246		85	153	209		60	28	1206		43	160	948		138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	44	246		85	153	209		60	28	1206		43	160	948		138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95
PHF Volume:	46	259		89	161	220		63	29	1269		45	168	998		145
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	46	259		89	161	220		63	29	1269		45	168	998		145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
FinalVolume:	46	259		89	161	220		63	29	1269		45	168	998		145
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.47	0.96		0.96	0.47	0.97		0.97	0.28	1.00		1.00	0.12	0.95		0.85
Lanes:	1.00	0.74		0.26	1.00	1.00		0.78	0.22	1.00		0.97	0.03	1.00		2.00
Final Sat.:	884	1357		469	884	1427		410	536	1825		65	228	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19		0.19	0.18	0.15		0.15	0.06	0.70		0.70	0.74	0.28		0.09
Crit Moves:		****											****			
Green/Cycle:	0.17	0.17		0.17	0.17	0.17		0.17	0.67	0.67		0.67	0.67	0.67		0.67
Volume/Cap:	0.30	1.11		1.11	1.06	0.89		0.89	0.08	1.04		1.04	1.11	0.41		0.13
Delay/Veh:	19.2	103		103.2	109.6	46.0		46.0	3.0	45.2		45.2	112.7	3.9		3.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	19.2	103		103.2	109.6	46.0		46.0	3.0	45.2		45.2	112.7	3.9		3.1
LOS by Move:	B	F		F	F	D		D	A	D		D	F	A		A
HCM2kAvgQ:	1	14		14	7	8		8	0	35		35	8	4		1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	134	933	246	131	1111	106	208	1181	151	163	905	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	933	246	131	1111	106	208	1181	151	163	905	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	982	259	138	1169	112	219	1243	159	172	953	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	982	259	138	1169	112	219	1243	159	172	953	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	982	259	138	1169	112	219	1243	159	172	953	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.20	0.94	0.94	0.21	0.95	0.85	0.18	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	380	2768	730	380	3253	310	395	3610	1615	346	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.35	0.35	0.36	0.36	0.36	0.55	0.34	0.10	0.50	0.26	0.09
Crit Moves:	****						****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.93	0.89	0.89	0.91	0.90	0.90	1.26	0.78	0.22	1.13	0.60	0.21
Delay/Veh:	66.2	21.2	21.2	60.7	22.1	22.1	168.6	14.6	8.9	125.4	11.3	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	21.2	21.2	60.7	22.1	22.1	168.6	14.6	8.9	125.4	11.3	8.8
LOS by Move:	E	C	C	E	C	C	F	B	A	F	B	A
HCM2kAvgQ:	5	14	14	5	14	14	12	11	2	8	7	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	146.8
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	108	2174	94	113	1459	384	326	1006	178	186	746	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2174	94	113	1459	384	326	1006	178	186	746	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	2288	99	119	1536	404	343	1059	187	196	785	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2288	99	119	1536	404	343	1059	187	196	785	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2288	99	119	1536	404	343	1059	187	196	785	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.88	0.88	0.96	0.89	0.89	0.95	0.88	0.88
Lanes:	1.00	2.88	0.12	1.00	2.37	0.63	1.00	2.55	0.45	1.00	2.32	0.68
Final Sat.:	1805	4942	214	1805	3979	1047	1817	4310	763	1805	3870	1141
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.07	0.39	0.39	0.19	0.25	0.25	0.11	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.38	0.38	0.29	0.29	0.29	0.18	0.18	0.18	0.16	0.18	0.18
Volume/Cap:	0.39	1.22	1.22	0.54	1.35	1.35	1.04	1.35	1.35	0.68	1.15	1.15
Delay/Veh:	29.1	129	128.6	23.1	191	190.6	91.6	197	197.0	36.0	112	111.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	129	128.6	23.1	191	190.6	91.6	197	197.0	36.0	112	111.8
LOS by Move:	C	F	F	C	F	F	F	F	F	D	F	F
HCM2kAvgQ:	3	43	43	3	41	41	15	28	28	6	18	18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	16	270	203	79	231	25	34	503	14	168	495	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	270	203	79	231	25	34	503	14	168	495	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	284	214	83	243	26	36	529	15	177	521	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	284	214	83	243	26	36	529	15	177	521	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	284	214	83	243	26	36	529	15	177	521	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.84	0.84	0.85	0.43	0.95	0.85	0.43	0.95	0.85
Lanes:	0.06	0.94	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	104	1749	1615	409	1195	1615	823	3610	1615	811	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.20	0.20	0.02	0.04	0.15	0.01	0.22	0.14	0.04
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.40	0.40	0.33	0.50	0.50	0.04	0.10	0.34	0.02	0.50	0.33	0.09
Delay/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	4	4	3	4	4	0	0	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	92	Level Of Service:	C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	65	1215	313	138	1200	54	26	610	61	209	689	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1215	313	138	1200	54	26	610	61	209	689	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	1279	329	145	1263	57	27	642	64	220	725	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1279	329	145	1263	57	27	642	64	220	725	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1279	329	145	1263	57	27	642	64	220	725	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.92	0.92	0.17	0.94	0.94	0.28	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	1.59	0.41	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	319	2782	717	319	3434	155	526	3610	1615	623	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.46	0.46	0.46	0.37	0.37	0.05	0.18	0.04	0.35	0.20	0.07
Crit Moves:		****								****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.45	0.97	0.97	0.96	0.77	0.77	0.14	0.49	0.11	0.97	0.55	0.18
Delay/Veh:	10.9	27.8	27.8	72.8	13.2	13.2	11.0	12.6	10.6	65.9	13.1	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	27.8	27.8	72.8	13.2	13.2	11.0	12.6	10.6	65.9	13.1	10.9
LOS by Move:	B	C	C	E	B	B	B	B	B	E	B	B
HCM2kAvgQ:	1	20	20	6	11	11	0	5	1	8	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	76	2053	129	146	1570	91	213	780	69	113	774	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2053	129	146	1570	91	213	780	69	113	774	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	2161	136	154	1653	96	224	821	73	119	815	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2161	136	154	1653	96	224	821	73	119	815	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2161	136	154	1653	96	224	821	73	119	815	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.90	0.90	0.19	0.90	0.90	0.26	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	365	4836	304	365	4864	282	492	3610	1615	488	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.45	0.45	0.42	0.34	0.34	0.46	0.23	0.04	0.24	0.23	0.05
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.53	1.07	1.07	1.01	0.82	0.82	1.07	0.54	0.11	0.57	0.53	0.11
Delay/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	14.9	11.1	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	14.9	11.1	8.8
LOS by Move:	B	E	E	F	B	B	F	B	A	B	B	A
HCM2kAvgQ:	2	26	26	7	12	12	9	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	351	179	73	305	63	69	1285	78	145	1009	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	351	179	73	305	63	69	1285	78	145	1009	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	369	188	77	321	66	73	1353	82	153	1062	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	369	188	77	321	66	73	1353	82	153	1062	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	369	188	77	321	66	73	1353	82	153	1062	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.69	0.69	0.69	0.19	0.90	0.90	0.13	0.90	0.90
Lanes:	0.12	0.58	0.30	0.17	0.69	0.14	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	186	894	456	218	913	189	357	4846	294	245	4641	474
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.35	0.35	0.35	0.20	0.28	0.28	0.62	0.23	0.23
Crit Moves:		****								****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.13	1.13	1.13	0.96	0.96	0.96	0.37	0.50	0.50	1.13	0.41	0.41
Delay/Veh:	109.3	109	109.3	61.4	61.4	61.4	13.7	14.0	14.0	137.5	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.3	109	109.3	61.4	61.4	61.4	13.7	14.0	14.0	137.5	13.1	13.1
LOS by Move:	F	F	F	E	E	E	B	B	B	F	B	B
HCM2kAvgQ:	32	32	32	19	19	19	2	10	10	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	50	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	31.2
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	60	1340	214	161	1170	101	111	1298	139	168	1026	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1340	214	161	1170	101	111	1298	139	168	1026	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	63	1411	225	169	1232	106	117	1366	146	177	1080	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1411	225	169	1232	106	117	1366	146	177	1080	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1411	225	169	1232	106	117	1366	146	177	1080	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.18	0.94	0.94	0.20	0.90	0.90	0.20	0.89	0.89
Lanes:	1.00	1.72	0.28	1.00	1.84	0.16	1.00	2.71	0.29	1.00	2.65	0.35
Final Sat.:	346	3047	487	346	3283	283	380	4615	494	380	4510	589
Capacity Analysis Module:												
Vol/Sat:	0.18	0.46	0.46	0.49	0.38	0.38	0.31	0.30	0.30	0.47	0.24	0.24
Crit Moves:				****						****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.42	1.05	1.05	1.11	0.85	0.85	0.77	0.74	0.74	1.16	0.60	0.60
Delay/Veh:	11.4	51.8	51.8	120.8	17.3	17.3	33.9	14.3	14.3	138.7	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	51.8	51.8	120.8	17.3	17.3	33.9	14.3	14.3	138.7	12.3	12.3
LOS by Move:	B	D	D	F	B	B	C	B	B	F	B	B
HCM2kAvgQ:	1	25	25	8	13	13	4	9	9	9	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	100	Level Of Service:	D

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	165	1725	140	198	1379	109	236	1323	19	76	1055	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1725	140	198	1379	109	236	1323	19	76	1055	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	1816	147	208	1452	115	248	1393	20	80	1111	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1816	147	208	1452	115	248	1393	20	80	1111	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1816	147	208	1452	115	248	1393	20	80	1111	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4754	376	3502	5103	73	3502	4587	522
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.31	0.31	0.00	0.27	0.27	0.00	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.42	0.42	0.07	0.42	0.42	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.46	0.91	0.91	0.91	0.73	0.73	0.59	0.91	0.91	0.46	0.89	0.89
Delay/Veh:	42.7	32.9	32.9	81.2	25.5	25.5	44.0	41.4	41.4	48.1	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	32.9	32.9	81.2	25.5	25.5	44.0	41.4	41.4	48.1	42.5	42.5
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	25	25	6	16	16	5	19	19	2	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.136
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	53.6
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	33	525	48	125	335	54	60	1481	16	88	1118	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	525	48	125	335	54	60	1481	16	88	1118	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	553	51	132	353	57	63	1559	17	93	1177	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	553	51	132	353	57	63	1559	17	93	1177	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	553	51	132	353	57	63	1559	17	93	1177	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.55	0.55	0.55	0.21	0.95	0.85	0.21	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.65	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	107	1707	1615	252	675	109	401	3610	1615	401	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.03	0.52	0.52	0.52	0.16	0.43	0.01	0.23	0.33	0.03
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.70	0.70	0.07	1.14	1.14	1.14	0.41	1.14	0.03	0.61	0.86	0.09
Delay/Veh:	13.5	13.5	7.6	97.6	97.6	97.6	13.2	86.1	9.7	19.4	19.8	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	7.6	97.6	97.6	97.6	13.2	86.1	9.7	19.4	19.8	10.0
LOS by Move:	B	B	A	F	F	F	B	F	A	B	B	B
HCM2kAvgQ:	9	9	0	21	21	21	1	29	0	2	12	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.352
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	85.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1	0	1 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	128	1408	263	149	1210	196	201	1409	73	183	1020	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1408	263	149	1210	196	201	1409	73	183	1020	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	1482	277	157	1274	206	212	1483	77	193	1074	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1482	277	157	1274	206	212	1483	77	193	1074	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1482	277	157	1274	206	212	1483	77	193	1074	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.22	0.93	0.93	0.17	0.95	0.85	0.17	0.95	0.85
Lanes:	1.00	1.69	0.31	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	412	2969	555	412	3042	493	333	3610	1615	323	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.50	0.50	0.38	0.42	0.42	0.64	0.41	0.05	0.60	0.30	0.16
Crit Moves:		****					****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.88	1.35	1.35	1.03	1.13	1.13	1.35	0.87	0.10	1.27	0.63	0.33
Delay/Veh:	56.0	179	179.2	96.9	86.1	86.1	207.6	17.2	7.4	175.1	10.7	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	179	179.2	96.9	86.1	86.1	207.6	17.2	7.4	175.1	10.7	8.6
LOS by Move:	E	F	F	F	F	F	F	B	A	F	B	A
HCM2kAvgQ:	5	46	46	7	28	28	13	15	1	11	8	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.276
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	186.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1776	218	153	1239	186	200	1576	93	130	914	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1869	229	161	1304	196	211	1659	98	137	962	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.68	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.67	0.33	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4546	558	1294	4420	663	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.12	0.30	0.30	0.12	0.46	0.06	0.08	0.27	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.13	0.28	0.28	0.21	0.21	0.21	0.31	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.49	1.48	1.48	0.73	1.40	1.40	0.61	1.48	0.20	0.57	0.87	0.20
Delay/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
LOS by Move:	C	F	F	D	F	F	C	F	B	C	C	B
HCM2kAvgQ:	3	50	50	5	34	34	5	57	2	4	14	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	28	1589	43	100	1405	18	93	139	23	64	73	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1589	43	100	1405	18	93	139	23	64	73	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	1673	45	105	1479	19	98	146	24	67	77	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1673	45	105	1479	19	98	146	24	67	77	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1673	45	105	1479	19	98	146	24	67	77	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.95	0.95	0.12	0.95	0.95	0.66	0.98	0.98	0.73	0.73	0.85
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	1.00	0.86	0.14	0.47	0.53	1.00
Final Sat.:	247	3501	95	224	3557	46	1254	1596	264	644	734	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.48	0.48	0.47	0.42	0.42	0.08	0.09	0.09	0.10	0.10	0.05
Crit Moves:		****									****	
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.18	0.70	0.70	0.69	0.61	0.61	0.49	0.57	0.57	0.65	0.65	0.30
Delay/Veh:	3.4	5.8	5.8	17.5	4.8	4.8	21.0	22.1	22.1	26.6	26.6	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	5.8	5.8	17.5	4.8	4.8	21.0	22.1	22.1	26.6	26.6	19.2
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	B
HCM2kAvgQ:	0	10	10	3	8	8	2	3	3	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.156
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	106	460	204	80	350	49	79	1490	54	191	1271	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	460	204	80	350	49	79	1490	54	191	1271	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	484	215	84	368	52	83	1568	57	201	1338	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	484	215	84	368	52	83	1568	57	201	1338	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	484	215	84	368	52	83	1568	57	201	1338	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.91	0.23	0.93	0.93	0.17	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.39	0.61	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	547	2386	1058	431	3110	435	323	3610	1615	234	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.20	0.12	0.12	0.26	0.43	0.04	0.86	0.37	0.04
Crit Moves:		****								****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	1.16	1.16	1.16	1.11	0.67	0.67	0.35	0.58	0.05	1.16	0.50	0.05
Delay/Veh:	182.9	129	128.9	178.3	41.5	41.5	5.3	6.1	3.4	129.1	5.3	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	182.9	129	128.9	178.3	41.5	41.5	5.3	6.1	3.4	129.1	5.3	3.4
LOS by Move:	F	F	F	F	D	D	A	A	A	F	A	A
HCM2kAvgQ:	8	21	21	6	8	8	1	12	0	13	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.462
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	113.7
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	89	1420	201	106	1060	81	78	1695	83	90	1415	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1420	201	106	1060	81	78	1695	83	90	1415	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	1495	212	112	1116	85	82	1784	87	95	1489	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1495	212	112	1116	85	82	1784	87	95	1489	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1495	212	112	1116	85	82	1784	87	95	1489	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.93	0.93	0.07	0.94	0.94	0.12	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.75	0.25	1.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	304	3102	439	131	3317	253	226	3610	1615	226	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.48	0.48	0.85	0.34	0.34	0.36	0.49	0.05	0.42	0.41	0.07
Crit Moves:				****				****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.53	0.83	0.83	1.46	0.58	0.58	1.07	1.46	0.16	1.24	1.22	0.20
Delay/Veh:	15.6	19.8	19.8	287.2	13.6	13.6	157.9	246	23.3	213.7	140	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	19.8	19.8	287.2	13.6	13.6	157.9	246	23.3	213.7	140	23.7
LOS by Move:	B	B	B	F	B	B	F	F	C	F	F	C
HCM2kAvgQ:	3	24	24	10	12	12	6	66	2	7	44	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	180.9
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	129	1823	245	126	1196	153	208	1610	163	184	1288	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1823	245	126	1196	153	208	1610	163	184	1288	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1919	258	133	1259	161	219	1695	172	194	1356	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1919	258	133	1259	161	219	1695	172	194	1356	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1919	258	133	1259	161	219	1695	172	194	1356	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.89	0.89	0.07	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.64	0.36	1.00	2.66	0.34	1.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	270	4490	603	125	4521	578	1805	4644	470	1805	4605	504
Capacity Analysis Module:												
Vol/Sat:	0.50	0.43	0.43	1.06	0.28	0.28	0.12	0.36	0.36	0.11	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.08	0.21	0.21	0.06	0.19	0.19
Volume/Cap:	0.83	0.70	0.70	1.74	0.46	0.46	1.53	1.74	1.74	1.74	1.53	1.53
Delay/Veh:	43.4	14.1	14.1	400.4	10.7	10.7	316.8	376	375.7	413.7	284	284.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	14.1	14.1	400.4	10.7	10.7	316.8	376	375.7	413.7	284	284.3
LOS by Move:	D	B	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	6	17	17	13	9	9	18	58	58	18	42	42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.380
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	619	220	81	613	70	121	1569	94	216	1355	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	619	220	81	613	70	121	1569	94	216	1355	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	652	232	85	645	74	127	1652	99	227	1426	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.85	0.40	0.94	0.94	0.14	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	760	3610	1615	760	3191	364	257	3610	1615	238	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.14	0.11	0.20	0.20	0.50	0.46	0.06	0.96	0.40	0.08
Crit Moves:					****					****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.56	0.90	0.72	0.56	1.01	1.01	0.78	0.71	0.10	1.50	0.62	0.13
Delay/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
LOS by Move:	C	C	C	C	E	E	C	A	A	F	A	A
HCM2kAvgQ:	2	9	5	2	12	12	4	10	1	15	8	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.719
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	129	1376	328	159	1096	121	141	1370	76	104	943	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1376	328	159	1096	121	141	1370	76	104	943	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1448	345	167	1154	127	148	1442	80	109	993	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1448	345	167	1154	127	148	1442	80	109	993	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1448	345	167	1154	127	148	1442	80	109	993	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.95	0.85	0.10	0.95	0.85	0.12	0.94	0.94	0.12	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	324	3610	1615	184	3610	1615	221	3393	188	221	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.42	0.40	0.21	0.91	0.32	0.08	0.67	0.43	0.43	0.50	0.27	0.09
Crit Moves:				****			****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.79	0.76	0.40	1.72	0.60	0.15	1.72	1.09	1.09	1.27	0.70	0.23
Delay/Veh:	40.5	20.3	14.4	386.6	16.8	12.1	398.0	82.4	82.4	215.4	27.3	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	20.3	14.4	386.6	16.8	12.1	398.0	82.4	82.4	215.4	27.3	20.6
LOS by Move:	D	C	B	F	B	B	F	F	F	F	C	C
HCM2kAvgQ:	5	20	6	15	13	2	14	37	37	8	14	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.734
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	167.6
Optimal Cycle:	100	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1856	156	136	1174	246	184	1546	103	143	959	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.89	0.89	0.95	0.95	0.85	0.59	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	222	4727	397	156	4177	875	1805	3610	1615	1120	2940	579
Capacity Analysis Module:												
Vol/Sat:	0.35	0.41	0.41	0.92	0.30	0.30	0.11	0.45	0.07	0.13	0.34	0.34
Crit Moves:				****				****		****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.13	0.27	0.27	0.19	0.19	0.19
Volume/Cap:	0.64	0.76	0.76	1.69	0.54	0.54	0.80	1.69	0.25	0.81	1.81	1.81
Delay/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
LOS by Move:	C	B	B	F	B	B	E	F	C	D	F	F
HCM2kAvgQ:	3	18	18	13	10	10	7	67	2	6	54	54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	225	734	105	230	550	179	99	1425	116	158	1330	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	734	105	230	550	179	99	1425	116	158	1330	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	773	111	242	579	188	104	1500	122	166	1400	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.07	0.00	0.16	0.12	0.06	0.29	0.08	0.09	0.27	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.26	0.26	0.16	0.23	0.23	0.12	0.35	0.35	0.34	0.34	0.50
Volume/Cap:	0.60	0.83	0.27	0.83	0.69	0.51	0.46	0.83	0.22	0.60	0.80	0.22
Delay/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
LOS by Move:	D	D	C	E	D	C	D	C	C	C	C	B
HCM2kAvgQ:	7	14	3	10	10	6	4	18	3	5	16	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.729
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	164.2
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	16	16	5	12	12
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	276	1488	306	113	1128	150	164	1275	50	226	1315	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1488	306	113	1128	150	164	1275	50	226	1315	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	1566	322	119	1187	158	173	1342	53	238	1384	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1566	322	119	1187	158	173	1342	53	238	1384	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	1566	322	119	1187	158	173	1342	53	238	1384	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.89	0.89	0.95	0.89	0.89	0.48	0.90	0.90	0.36	0.91	0.85
Lanes:	1.00	2.49	0.51	1.00	2.65	0.35	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	293	4190	862	1805	4496	598	907	4961	195	684	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.99	0.37	0.37	0.07	0.26	0.26	0.19	0.27	0.27	0.35	0.27	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.56	0.56	0.56	0.05	0.61	0.61	0.22	0.16	0.16	0.28	0.17	0.22
Volume/Cap:	1.79	0.67	0.67	1.32	0.44	0.44	0.92	1.69	1.69	1.11	1.55	0.37
Delay/Veh:	399.7	16.4	16.4	249.2	10.7	10.7	75.1	358	358.1	123.4	294	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	399.7	16.4	16.4	249.2	10.7	10.7	75.1	358	358.1	123.4	294	33.6
LOS by Move:	F	B	B	F	B	B	E	F	F	F	F	C
HCM2kAvgQ:	26	16	16	9	8	8	8	43	43	14	39	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.279
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	226	0	590	0	0	0	0	1665	78	113	1399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	590	0	0	0	0	1665	78	113	1399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	621	0	0	0	0	1753	82	119	1473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.08	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4920	230	150	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.38	0.00	0.00	0.00	0.00	0.36	0.36	0.79	0.28	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.54	0.00	1.28	0.00	0.00	0.00	0.00	0.58	0.58	1.28	0.46	0.00
Delay/Veh:	30.6	0.0	175.8	0.0	0.0	0.0	0.0	11.5	11.5	204.8	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	0.0	175.8	0.0	0.0	0.0	0.0	11.5	11.5	204.8	10.2	0.0
LOS by Move:	C	A	F	A	A	A	A	B	B	F	B	A
HCM2kAvgQ:	7	0	38	0	0	0	0	12	12	9	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	73.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.88	0.88	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.22	0.78	1.00	2.44	0.56	2.00	2.68	0.32	2.00	3.00	1.00
Final Sat.:	1805	3690	1294	1805	4109	933	3502	4557	547	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.33	0.33	0.00	0.24	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.41	0.41	0.07	0.40	0.40	0.13	0.29	0.29	0.11	0.23	0.23
Volume/Cap:	0.36	1.11	1.11	1.11	0.65	0.65	1.00	1.11	1.11	0.71	1.00	0.38
Delay/Veh:	41.8	88.6	88.6	163.5	25.0	25.0	86.7	96.9	96.9	49.0	64.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	88.6	88.6	163.5	25.0	25.0	86.7	96.9	96.9	49.0	64.7	32.8
LOS by Move:	D	F	F	F	C	C	F	F	F	D	E	C
HCM2kAvgQ:	3	40	40	9	13	13	12	31	31	6	20	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	876	100	125	721	326	149	333	33	51	489	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	876	100	125	721	326	149	333	33	51	489	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	922	105	132	759	343	157	351	35	54	515	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	922	105	132	759	343	157	351	35	54	515	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	922	105	132	759	343	157	351	35	54	515	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.94	0.94	0.20	0.91	0.91	0.31	0.94	0.94	0.51	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	1.38	0.62	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	321	3192	364	371	2369	1071	597	3242	321	960	2793	708
Capacity Analysis Module:												
Vol/Sat:	0.28	0.29	0.29	0.36	0.32	0.32	0.26	0.11	0.11	0.06	0.18	0.18
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.56	0.58	0.58	0.71	0.64	0.64	0.71	0.29	0.29	0.15	0.50	0.50
Delay/Veh:	14.9	11.1	11.1	24.1	12.0	12.0	26.7	13.5	13.5	12.9	15.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	11.1	11.1	24.1	12.0	12.0	26.7	13.5	13.5	12.9	15.0	15.0
LOS by Move:	B	B	B	C	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	8	8	4	9	9	4	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.719
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.8
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1785	110	75	1409	169	169	290	240	96	301	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1785	110	75	1409	169	169	290	240	96	301	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	308	1879	116	79	1483	178	178	305	253	101	317	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1879	116	79	1483	178	178	305	253	101	317	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1879	116	79	1483	178	178	305	253	101	317	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.08	0.90	0.90	0.32	0.89	0.89	0.32	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.68	0.32	1.00	1.09	0.91	1.00	1.53	0.47
Final Sat.:	239	4842	298	158	4557	547	615	1841	1524	615	2661	822
Capacity Analysis Module:												
Vol/Sat:	1.29	0.39	0.39	0.50	0.33	0.33	0.29	0.17	0.17	0.16	0.12	0.12
Crit Moves:	****						****					
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	1.72	0.52	0.52	0.66	0.43	0.43	1.72	0.99	0.99	0.98	0.71	0.71
Delay/Veh:	358.5	5.2	5.2	19.3	4.6	4.6	402.5	75.4	75.4	122.1	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	358.5	5.2	5.2	19.3	4.6	4.6	402.5	75.4	75.4	122.1	43.2	43.2
LOS by Move:	F	A	A	B	A	A	F	E	E	F	D	D
HCM2kAvgQ:	27	9	9	3	7	7	16	14	14	6	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	314	906	230	141	591	188	86	563	69	108	811	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	906	230	141	591	188	86	563	69	108	811	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	954	242	148	622	198	91	593	73	114	854	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	954	242	148	622	198	91	593	73	114	854	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	954	242	148	622	198	91	593	73	114	854	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.18	0.92	0.92	0.26	0.95	0.85	0.28	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	583	2793	709	344	2640	840	496	3610	1615	523	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.57	0.34	0.34	0.43	0.24	0.24	0.18	0.16	0.04	0.22	0.24	0.11
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.93	0.56	0.56	0.71	0.39	0.39	0.72	0.64	0.18	0.85	0.93	0.44
Delay/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.5
LOS by Move:	D	A	A	B	A	A	D	C	B	E	D	B
HCM2kAvgQ:	10	7	7	4	4	4	3	6	1	5	13	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.695
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	61.3
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	215	1690	143	116	1275	208	195	504	235	155	490	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1690	143	116	1275	208	195	504	235	155	490	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	1779	151	122	1342	219	205	531	247	163	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1779	151	122	1342	219	205	531	247	163	516	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1779	151	122	1342	219	205	531	247	163	516	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.07	0.89	0.89	0.18	0.90	0.90	0.15	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.58	0.42	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	235	4725	400	140	4366	712	343	2344	1093	286	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.96	0.38	0.38	0.87	0.31	0.31	0.60	0.23	0.23	0.57	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	1.70	0.66	0.66	1.54	0.54	0.54	1.70	0.64	0.64	1.61	0.55	0.55
Delay/Veh:	364.4	15.6	15.6	317.4	13.8	13.8	377.9	28.2	28.2	349.6	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	364.4	15.6	15.6	317.4	13.8	13.8	377.9	28.2	28.2	349.6	26.5	26.5
LOS by Move:	F	B	B	F	B	B	F	C	C	F	C	C
HCM2kAvgQ:	20	16	16	11	11	11	18	11	11	14	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	113	2003	216	59	1446	181	291	636	190	45	210	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	2003	216	59	1446	181	291	636	190	45	210	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2108	227	62	1522	191	306	669	200	47	221	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.90	0.90	0.07	0.89	0.89	0.57	1.00	0.85	0.14	0.93	0.93
Lanes:	1.00	2.71	0.29	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	177	4612	497	141	4532	567	1079	1900	1615	270	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.67	0.46	0.46	0.44	0.34	0.34	0.28	0.35	0.12	0.18	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.13	0.76	0.76	0.74	0.56	0.56	0.91	1.13	0.40	0.56	0.24	0.24
Delay/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
LOS by Move:	F	B	B	D	B	B	E	F	C	C	C	C
HCM2kAvgQ:	8	19	19	3	11	11	12	32	5	2	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	55.3
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1434	0	0	1711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1434	0	0	1711	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1509	0	0	1801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1509	0	0	1801	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1509	0	0	1801	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.21	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	117	0.0	0.0	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	117	0.0	0.0	3.5	0.0
LOS by Move:	A	A	A	A	A	A	A	F	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	33	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1434	0	0	1711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1434	0	0	1711	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1509	0	0	1801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1509	0	0	1801	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1509	0	0	1801	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1434	0	0	1711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1434	0	0	1711	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1509	0	0	1801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1509	0	0	1801	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1509	0	0	1801	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec):	0	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	74	Level Of Service:	A

Street Name:	Canoga Ave									Busway		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	0	0	5	0	0
Lanes:	0 0	1	0 1	0 0	1	0 0	0 0	0	0 0	1	0 0	0 0
Volume Module:												
Base Vol:	0	1204	0	0	1248	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1204	0	0	1248	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1267	0	0	1314	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1267	0	0	1314	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1267	0	0	1314	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1900	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****							
Green/Cycle:	0.00	0.84	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	16	0	0	18	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.5
Optimal Cycle:	47	Level Of Service:	D

Street Name:	Canoga AVe									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	10
Lanes:	0 0	2	1 0	1	0 2	0 0	0 0	0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1758	38	20	1370	0	0	0	0	38	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1758	38	20	1370	0	0	0	0	38	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1851	40	21	1442	0	0	0	0	40	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1851	40	21	1442	0	0	0	0	40	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1851	40	21	1442	0	0	0	0	40	0	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5062	109	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.01	0.40	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.34	0.34	0.11	0.45	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	1.07	1.07	0.11	0.89	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Delay/Veh:	0.0	59.9	59.9	19.2	18.8	0.0	0.0	0.0	0.0	15.0	0.0	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	59.9	59.9	19.2	18.8	0.0	0.0	0.0	0.0	15.0	0.0	14.8
LOS by Move:	A	E	E	B	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	22	22	0	15	0	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 3.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.435
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	117.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	164	1729	96	177	2222	776	336	704	146	89	314	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1729	96	177	2222	776	336	704	146	89	314	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1729	96	177	2222	776	336	704	146	89	314	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	1820	101	186	2339	817	354	741	154	94	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1820	101	186	2339	817	354	741	154	94	331	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1820	101	186	2339	817	354	741	154	94	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.37	0.93	0.93	0.17	1.00	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	4875	271	1805	3610	1615	707	2912	604	319	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.10	0.65	0.51	0.50	0.25	0.25	0.29	0.17	0.10
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.41	0.41	0.11	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.46
Volume/Cap:	1.44	0.92	0.92	0.92	1.44	1.12	1.44	0.73	0.73	0.84	0.50	0.23
Delay/Veh:	278.7	32.6	32.6	81.0	224	96.3	246.9	27.9	27.9	67.9	23.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	278.7	32.6	32.6	81.0	224	96.3	246.9	27.9	27.9	67.9	23.7	14.8
LOS by Move:	F	C	C	F	F	F	F	C	C	E	C	B
HCM2kAvgQ:	13	23	23	9	81	37	25	13	13	5	7	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.358
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	187.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	67	1479	139	147	2096	82	260	583	62	185	518	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1479	139	147	2096	82	260	583	62	185	518	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1479	139	147	2096	82	260	583	62	185	518	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1557	146	155	2206	86	274	614	65	195	545	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	1.92	0.08	1.00	1.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	4680	440	1805	3453	135	1805	3217	342	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.09	0.64	0.64	0.15	0.19	0.19	0.06	0.29	0.11
Crit Moves:					****				****		****	
Green/Cycle:	0.11	0.41	0.41	0.41	0.41	0.41	0.12	0.12	0.12	0.18	0.18	0.29
Volume/Cap:	0.35	0.81	0.81	0.56	1.57	1.57	1.25	1.57	1.57	0.30	1.57	0.37
Delay/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
LOS by Move:	D	C	C	C	F	F	F	F	F	C	F	C
HCM2kAvgQ:	2	17	17	4	88	88	17	28	28	3	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.497
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	143	293	199	342	21	19	802	61	370	928	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	143	293	199	342	21	19	802	61	370	928	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	143	293	199	342	21	19	802	61	370	928	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	151	308	209	360	22	20	844	64	389	977	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	151	308	209	360	22	20	844	64	389	977	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	151	308	209	360	22	20	844	64	389	977	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.54	0.54	0.54	0.21	0.95	0.85	0.26	0.95	0.85
Lanes:	0.15	0.28	0.57	0.35	0.61	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	220	409	838	362	622	38	405	3610	1615	496	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.58	0.58	0.58	0.05	0.23	0.04	0.79	0.27	0.04
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.95	0.95	0.95	1.50	1.50	1.50	0.09	0.45	0.08	1.50	0.52	0.08
Delay/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
LOS by Move:	D	D	D	F	F	F	B	B	B	F	B	B
HCM2kAvgQ:	20	20	20	42	42	42	0	8	1	28	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[256.0]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	1	0	0 1	0	1	0 2	0	1	0 2	0	1
Volume Module:														
Base Vol:	3	4	14	0	2	0	2	1319	19	25	1316	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	14	0	2	0	2	1319	19	25	1316	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	4	14	0	2	0	2	1319	19	25	1316	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	4	15	0	2	0	2	1388	20	26	1385	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	4	15	0	2	0	2	1388	20	26	1385	13
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2139	2843	694	2138	2851	693	1398	xxxx	xxxxx	1408	xxxx	xxxxx
Potent Cap.:	28	18	390	28	17	391	495	xxxx	xxxxx	491	xxxx	xxxxx
Move Cap.:	24	16	390	21	16	391	495	xxxx	xxxxx	491	xxxx	xxxxx
Volume/Cap:	0.13	0.26	0.04	0.00	0.13	0.00	0.00	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx	12.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	xxxx	16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	281.5	xxxx	xxxxx	xxxxx	xxxx	256.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	103.6			256.0			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	141	130	356	181	409	199	71	880	205	205	963	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	130	356	181	409	199	71	880	205	205	963	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	130	356	181	409	199	71	880	205	205	963	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	137	375	191	431	209	75	926	216	216	1014	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	209	75	926	216	216	1014	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	137	375	191	431	209	75	926	216	216	1014	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.85	0.85	0.36	1.00	0.85	0.23	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	334	1606	1606	678	1900	1615	434	3610	1615	492	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.44	0.09	0.23	0.28	0.23	0.13	0.17	0.26	0.13	0.44	0.28	0.10
Crit Moves:	****									****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.97	0.19	0.51	0.61	0.49	0.28	0.38	0.57	0.30	0.97	0.62	0.21
Delay/Veh:	86.9	14.4	17.6	21.9	17.5	15.4	17.5	18.6	15.8	75.3	19.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	14.4	17.6	21.9	17.5	15.4	17.5	18.6	15.8	75.3	19.5	15.1
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	8	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.151
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	80.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	235	1456	164	129	1916	131	328	1099	138	298	961	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1456	164	129	1916	131	328	1099	138	298	961	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1456	164	129	1916	131	328	1099	138	298	961	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	247	1533	173	136	2017	138	345	1157	145	314	1012	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1533	173	136	2017	138	345	1157	145	314	1012	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1533	173	136	2017	138	345	1157	145	314	1012	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.81	0.19	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4807	329	3502	3153	396	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.37	0.37	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.15	0.91	0.91	0.64	1.15	1.15	0.96	1.15	1.15	1.15	0.96	0.20
Delay/Veh:	150.5	34.7	34.7	47.6	103	103.4	75.8	109	109.3	143.3	49.1	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.5	34.7	34.7	47.6	103	103.4	75.8	109	109.3	143.3	49.1	20.4
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	9	34	34	10	20	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.437
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	178.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	1591	289	74	2314	15	93	582	42	646	155	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1591	289	74	2314	15	93	582	42	646	155	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1591	289	74	2314	15	93	582	42	646	155	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1675	304	78	2436	16	98	613	44	680	163	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	304	78	2436	16	98	613	44	680	163	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1675	304	78	2436	16	98	613	44	680	163	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.19	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.05	0.03
Crit Moves:	****			****				****		****		
Green/Cycle:	0.04	0.46	0.71	0.04	0.46	0.46	0.11	0.11	0.11	0.25	0.37	0.37
Volume/Cap:	0.57	1.02	0.27	1.02	1.48	0.02	0.53	1.48	0.24	1.48	0.12	0.08
Delay/Veh:	66.7	59.8	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	59.8	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.7
LOS by Move:	E	E	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	6	98	0	4	26	2	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.524
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	130.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	346	65	660	26	16	681	154	462	777	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	346	65	660	26	16	681	154	462	777	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	346	65	660	26	16	681	154	462	777	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	364	68	695	27	17	717	162	486	818	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	364	68	695	27	17	717	162	486	818	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	364	68	695	27	17	717	162	486	818	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.56	0.60	0.60	0.60	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.19	0.93	0.88	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	198	998	938	197	1998	79	532	2862	647	545	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.35	0.35	0.35	0.03	0.25	0.25	0.89	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	1.52	1.52	1.52	1.36	1.36	1.36	0.05	0.43	0.43	1.52	0.43	0.43
Delay/Veh:	263.6	264	263.6	193.8	194	193.8	4.5	5.9	5.9	261.5	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	263.6	264	263.6	193.8	194	193.8	4.5	5.9	5.9	261.5	5.9	5.9
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	27	27	27	23	23	23	0	4	4	30	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	1	21	34	0	71	120	910	16	11	936	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	71	120	910	16	11	936	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	71	120	910	16	11	936	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	75	126	958	17	12	985	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	22	36	0	75	126	958	17	12	985	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	22	36	0	75	126	958	17	12	985	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.80	1.00	0.85	0.95	0.95	0.95	0.27	0.94	0.94
Lanes:	0.29	0.03	0.68	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	439	49	1025	1520	0	1615	1805	3537	62	513	3386	195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.00	0.05	0.07	0.27	0.27	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.00	0.10	0.14	0.74	0.74	0.60	0.60	0.60
Volume/Cap:	0.22	0.22	0.22	0.24	0.00	0.46	0.49	0.37	0.37	0.04	0.49	0.49
Delay/Veh:	21.4	21.4	21.4	21.5	0.0	23.3	21.2	2.4	2.4	4.2	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	21.5	0.0	23.3	21.2	2.4	2.4	4.2	5.9	5.9
LOS by Move:	C	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	0	2	3	3	3	0	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.290
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	152	1524	126	164	2098	249	124	957	136	197	932	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1524	126	164	2098	249	124	957	136	197	932	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1524	126	164	2098	249	124	957	136	197	932	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	1604	133	173	2208	262	131	1007	143	207	981	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1604	133	173	2208	262	131	1007	143	207	981	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1604	133	173	2208	262	131	1007	143	207	981	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.90	0.90	0.20	0.90	0.90	0.18	0.93	0.93	0.18	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.68	0.32	1.00	1.75	0.25	1.00	1.78	0.22
Final Sat.:	380	4738	392	380	4563	541	346	3101	441	346	3150	399
Capacity Analysis Module:												
Vol/Sat:	0.42	0.34	0.34	0.45	0.48	0.48	0.38	0.32	0.32	0.60	0.31	0.31
Crit Moves:					****					****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.05	0.85	0.85	1.14	1.21	1.21	0.86	0.74	0.74	1.36	0.71	0.71
Delay/Veh:	102.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
LOS by Move:	F	B	B	F	F	F	D	B	B	F	B	B
HCM2kAvgQ:	7	12	12	9	37	37	5	10	10	12	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	581	465	143	52	156	27	9	113	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	581	465	143	52	156	27	9	113	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	581	465	143	52	156	27	9	113	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	612	489	151	55	164	28	9	119	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	612	489	151	55	164	28	9	119	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	612	489	151	55	164	28	9	119	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.98	0.78	0.24	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	244	2555	158	1109	887	273	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.55	0.55	0.55	0.04	0.10	0.10	0.01	0.06	0.27
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.99	0.99	0.99	0.15	0.37	0.37	0.03	0.22	0.95
Delay/Veh:	5.9	5.9	5.9	32.4	32.4	32.4	13.7	14.9	14.9	13.1	14.0	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	5.9	5.9	32.4	32.4	32.4	13.7	14.9	14.9	13.1	14.0	48.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	D
HCM2kAvgQ:	2	2	2	17	17	17	1	3	3	0	2	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****				****			
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:	34.8			26.0			12.8			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.8			26.0			12.8			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0	0 0 1	0	1	0 0 0	1	0	0 0 0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0 0	1	0	1	0 0	1	0	1 0	0	1	0 2	0 1
Volume Module:												
Base Vol:	51	218	122	81	279	37	63	808	43	149	730	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	218	122	81	279	37	63	808	43	149	730	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	218	122	81	279	37	63	808	43	149	730	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	229	128	85	294	39	66	851	45	157	768	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	229	128	85	294	39	66	851	45	157	768	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	229	128	85	294	39	66	851	45	157	768	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.95	0.37	0.98	0.98	0.36	0.99	0.99	0.15	0.95	0.85
Lanes:	1.00	0.64	0.36	1.00	0.88	0.12	1.00	0.95	0.05	1.00	2.00	1.00
Final Sat.:	701	1152	645	701	1647	218	675	1790	95	279	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.12	0.18	0.18	0.10	0.48	0.48	0.56	0.21	0.09
Crit Moves:		****								****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.35	0.91	0.91	0.55	0.81	0.81	0.16	0.77	0.77	0.91	0.34	0.14
Delay/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
LOS by Move:	B	D	D	C	C	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	10	2	8	8	1	12	12	5	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.494
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	48.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	759	174	193	707	5	38	942	109	305	798	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	759	174	193	707	5	38	942	109	305	798	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	759	174	193	707	5	38	942	109	305	798	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	799	183	203	744	5	40	992	115	321	840	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	799	183	203	744	5	40	992	115	321	840	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	799	183	203	744	5	40	992	115	321	840	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.95	0.85	0.17	0.95	0.85	0.28	0.95	0.85	0.23	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	383	3610	1615	327	3610	1615	535	3610	1615	434	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.22	0.11	0.62	0.21	0.00	0.07	0.27	0.07	0.74	0.23	0.08
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.85	0.53	0.27	1.49	0.50	0.01	0.15	0.55	0.14	1.49	0.47	0.16
Delay/Veh:	57.1	20.1	17.5	283.2	19.6	15.4	12.7	16.2	12.4	268.0	15.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	20.1	17.5	283.2	19.6	15.4	12.7	16.2	12.4	268.0	15.2	12.6
LOS by Move:	E	C	B	F	B	B	B	B	B	F	B	B
HCM2kAvgQ:	6	9	3	16	8	0	1	10	2	24	8	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	154.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	74	1437	126	126	2096	403	327	895	63	125	870	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1437	126	126	2096	403	327	895	63	125	870	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1437	126	126	2096	403	327	895	63	125	870	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1513	133	133	2206	424	344	942	66	132	916	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.97	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.78	0.22
Final Sat.:	1805	4712	413	1805	4246	816	1836	4797	338	1805	4753	377
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.07	0.52	0.52	0.19	0.20	0.20	0.07	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.41	0.41	0.34	0.34	0.34	0.16	0.16	0.16	0.13	0.16	0.16
Volume/Cap:	0.27	0.79	0.79	0.49	1.52	1.52	1.20	1.25	1.25	0.57	1.20	1.20
Delay/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
LOS by Move:	C	C	C	B	F	F	F	F	F	C	F	F
HCM2kAvgQ:	2	14	14	3	64	64	18	21	21	4	19	19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	241	255	92	309	79	41	426	25	241	556	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	241	255	92	309	79	41	426	25	241	556	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	241	255	92	309	79	41	426	25	241	556	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	254	268	97	325	83	43	448	26	254	585	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	254	268	97	325	83	43	448	26	254	585	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	254	268	97	325	83	43	448	26	254	585	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.86	0.86	0.85	0.39	0.95	0.85	0.48	0.95	0.85
Lanes:	0.04	0.96	1.00	0.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1793	1615	376	1262	1615	743	3610	1615	918	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.17	0.26	0.26	0.05	0.06	0.12	0.02	0.28	0.16	0.07
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.35	0.41	0.64	0.64	0.13	0.13	0.29	0.04	0.64	0.37	0.16
Delay/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	3	6	6	1	1	3	0	4	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 120 Level Of Service: C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	29	703	186	82	1048	14	95	631	117	362	804	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	703	186	82	1048	14	95	631	117	362	804	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	703	186	82	1048	14	95	631	117	362	804	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	740	196	86	1103	15	100	664	123	381	846	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	740	196	86	1103	15	100	664	123	381	846	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	740	196	86	1103	15	100	664	123	381	846	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.20	0.95	0.85	0.28	0.95	0.85	0.36	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	264	3610	1615	384	3610	1615	532	3610	1615	676	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.12	0.22	0.31	0.01	0.19	0.18	0.08	0.56	0.23	0.19
Crit Moves:					****					****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.36	0.64	0.38	0.70	0.95	0.03	0.32	0.31	0.13	0.95	0.40	0.32
Delay/Veh:	26.1	27.4	24.1	43.5	46.5	21.0	9.9	9.3	8.2	50.4	10.0	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	27.4	24.1	43.5	46.5	21.0	9.9	9.3	8.2	50.4	10.0	9.5
LOS by Move:	C	C	C	D	D	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	4	4	21	0	2	5	2	15	7	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1340	95	247	1751	117	76	817	31	94	1432	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1411	100	260	1843	123	80	860	33	99	1507	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.13	0.90	0.90	0.33	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	255	4795	340	255	4818	322	623	3610	1615	623	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	1.02	0.38	0.38	0.13	0.24	0.02	0.16	0.42	0.09
Crit Moves:				****							****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.31	0.49	0.49	1.71	0.64	0.64	0.53	0.98	0.08	0.65	1.71	0.39
Delay/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
LOS by Move:	A	A	A	F	A	A	B	D	B	C	F	B
HCM2kAvgQ:	1	5	5	19	8	8	2	13	0	3	55	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 2	1	0	1 0 2	1	0
Volume Module:												
Base Vol:	38	166	125	86	355	161	138	1139	69	119	1204	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	166	125	86	355	161	138	1139	69	119	1204	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	166	125	86	355	161	138	1139	69	119	1204	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	175	132	91	374	169	145	1199	73	125	1267	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.15	0.90	0.90	0.16	0.90	0.90
Lanes:	0.12	0.50	0.38	0.14	0.59	0.27	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	181	791	595	227	936	425	276	4847	294	296	4950	206
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.40	0.40	0.53	0.25	0.25	0.42	0.26	0.26
Crit Moves:					****		****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.56	0.56	0.56	1.01	1.01	1.01	1.01	0.47	0.47	0.81	0.49	0.49
Delay/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
LOS by Move:	C	C	C	E	E	E	F	B	B	D	B	B
HCM2kAvgQ:	9	9	9	27	27	27	8	9	9	5	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.161
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	45.6
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	769	104	81	1382	104	160	1121	55	175	1198	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	809	109	85	1455	109	168	1180	58	184	1261	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.19	0.95	0.85	0.14	0.90	0.90	0.17	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.71	0.29
Final Sat.:	236	3610	1615	369	3610	1615	262	4910	241	329	4628	487
Capacity Analysis Module:												
Vol/Sat:	0.42	0.22	0.07	0.23	0.40	0.07	0.64	0.24	0.24	0.56	0.27	0.27
Crit Moves:	****						****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.16	0.63	0.19	0.65	1.13	0.19	1.16	0.43	0.43	1.01	0.49	0.49
Delay/Veh:	176.8	24.9	20.1	34.8	96.1	20.1	144.6	11.9	11.9	90.3	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.8	24.9	20.1	34.8	96.1	20.1	144.6	11.9	11.9	90.3	12.5	12.5
LOS by Move:	F	C	C	C	F	C	F	B	B	F	B	B
HCM2kAvgQ:	7	10	2	3	36	2	10	7	7	10	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	101	Level Of Service:	C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1002	47	84	1572	183	386	659	24	131	1041	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1055	49	88	1655	193	406	694	25	138	1096	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.87	0.13	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.87	0.13
Final Sat.:	3502	4920	231	3502	4572	532	3502	4980	181	3502	4924	227
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.36	0.36	0.00	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.41	0.41	0.17	0.28	0.28	0.10	0.25	0.25
Volume/Cap:	0.22	0.58	0.58	0.29	0.89	0.89	0.68	0.50	0.50	0.39	0.89	0.89
Delay/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	1	10	10	2	23	23	7	7	7	2	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 52.8
Optimal Cycle: 120 Level Of Service: D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 2	0 1	1	0 2	0 1
Volume Module:													
Base Vol:	51	180	63	66	440	57	58	1321	58	207	1326	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	180	63	66	440	57	58	1321	58	207	1326	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	180	63	66	440	57	58	1321	58	207	1326	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	189	66	69	463	60	61	1391	61	218	1396	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	189	66	69	463	60	61	1391	61	218	1396	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	189	66	69	463	60	61	1391	61	218	1396	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.86	0.86	0.86	0.14	0.95	0.85	0.14	0.95	0.85
Lanes:	0.22	0.78	1.00	0.12	0.78	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	274	967	1615	192	1283	166	258	3610	1615	258	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.36	0.36	0.36	0.24	0.39	0.04	0.84	0.39	0.05
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.78	0.78	0.16	1.43	1.43	1.43	0.40	0.65	0.06	1.43	0.66	0.09
Delay/Veh:	29.2	29.2	14.8	227.4	227	227.4	7.3	7.6	4.4	239.0	7.7	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	29.2	14.8	227.4	227	227.4	7.3	7.6	4.4	239.0	7.7	4.5
LOS by Move:	C	C	B	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	1	34	34	34	1	9	0	14	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: 120 Level Of Service: D

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	132	805	103	143	1375	92	134	1099	223	176	1352	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	805	103	143	1375	92	134	1099	223	176	1352	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	805	103	143	1375	92	134	1099	223	176	1352	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	847	108	151	1447	97	141	1157	235	185	1423	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	847	108	151	1447	97	141	1157	235	185	1423	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	847	108	151	1447	97	141	1157	235	185	1423	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.95	0.85	0.22	0.95	0.85	0.09	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	198	3610	1615	415	3610	1615	174	3610	1615	255	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.70	0.23	0.07	0.36	0.40	0.06	0.81	0.32	0.15	0.73	0.39	0.12
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.66	0.55	0.16	0.86	0.95	0.14	1.66	0.66	0.30	1.49	0.81	0.24
Delay/Veh:	369.1	20.0	16.2	55.3	37.7	16.0	365.6	18.3	14.0	280.6	22.4	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	369.1	20.0	16.2	55.3	37.7	16.0	365.6	18.3	14.0	280.6	22.4	13.5
LOS by Move:	F	C	B	E	D	B	F	B	B	F	C	B
HCM2kAvgQ:	12	10	2	6	26	2	12	13	4	15	19	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.223
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 152.2
Optimal Cycle: 120 Level Of Service: F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	921	177	117	1570	192	162	1162	117	201	1595	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	969	186	123	1653	202	171	1223	123	212	1679	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.55	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4246	816	1805	4548	556	1045	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.36	0.36	0.16	0.34	0.08	0.12	0.47	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.66	0.76	0.76	0.47	1.41	1.41	0.77	1.29	0.29	0.88	1.41	0.16
Delay/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
LOS by Move:	D	C	C	C	F	F	D	F	C	E	F	B
HCM2kAvgQ:	5	11	11	3	42	42	6	35	2	8	54	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 65 Level Of Service: B

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	40	906	25	63	1649	31	42	100	29	113	263	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	906	25	63	1649	31	42	100	29	113	263	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	906	25	63	1649	31	42	100	29	113	263	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	954	26	66	1736	33	44	105	31	119	277	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	954	26	66	1736	33	44	105	31	119	277	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	954	26	66	1736	33	44	105	31	119	277	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.95	0.85	0.25	0.95	0.85	0.28	0.97	0.97	0.82	0.82	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	141	3610	1615	466	3610	1615	528	1423	413	469	1092	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.26	0.02	0.14	0.48	0.02	0.08	0.07	0.07	0.25	0.25	0.08
Crit Moves:					****						****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.50	0.44	0.03	0.24	0.81	0.03	0.27	0.24	0.24	0.81	0.81	0.26
Delay/Veh:	15.2	10.1	7.5	9.0	16.4	7.5	23.9	23.0	23.0	37.8	37.8	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	10.1	7.5	9.0	16.4	7.5	23.9	23.0	23.0	37.8	37.8	23.3
LOS by Move:	B	B	A	A	B	A	C	C	C	D	D	C
HCM2kAvgQ:	1	8	0	1	21	0	1	3	3	12	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 Level Of Service: E

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	166	130	66	630	45	57	1169	107	382	1520	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	166	130	66	630	45	57	1169	107	382	1520	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	166	130	66	630	45	57	1169	107	382	1520	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	175	137	69	663	47	60	1231	113	402	1600	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.89	0.89	0.38	0.94	0.94	0.12	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	1.12	0.88	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	519	1891	1481	730	3336	238	236	3610	1615	384	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.10	0.20	0.20	0.25	0.34	0.07	1.05	0.44	0.02
Crit Moves:					****					****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	1.13	0.63	0.63	0.65	1.35	1.35	0.33	0.44	0.09	1.35	0.57	0.03
Delay/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
LOS by Move:	F	D	D	D	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	6	3	26	26	1	7	1	27	11	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.392
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: 120 Level Of Service: D

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	870	122	140	1384	156	82	1237	51	188	1655	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	916	128	147	1457	164	86	1302	54	198	1742	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.14	0.95	0.85	0.06	0.95	0.85	0.15	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	259	3610	1615	259	3610	1615	121	3610	1615	281	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.08	0.57	0.40	0.10	0.71	0.36	0.03	0.71	0.48	0.10
Crit Moves:				****			****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.61	0.62	0.19	1.39	0.99	0.25	1.20	0.71	0.07	1.38	0.94	0.19
Delay/Veh:	32.9	24.3	19.1	253.5	49.8	19.7	193.6	19.9	12.4	232.3	33.6	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	24.3	19.1	253.5	49.8	19.7	193.6	19.9	12.4	232.3	33.6	13.3
LOS by Move:	C	C	B	F	D	B	F	B	B	F	C	B
HCM2kAvgQ:	3	12	3	12	30	3	7	17	1	15	32	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 120 Level Of Service: F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.89	0.89	0.13	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.58	0.42	1.00	2.65	0.35	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	154	4365	713	243	4509	590	1805	4837	303	1805	4712	413
Capacity Analysis Module:												
Vol/Sat:	0.62	0.27	0.27	0.63	0.36	0.36	0.08	0.28	0.28	0.13	0.42	0.42
Crit Moves:				****			****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.26	0.26	0.12	0.33	0.33
Volume/Cap:	1.27	0.55	0.55	1.28	0.73	0.73	1.28	1.08	1.08	1.08	1.28	1.28
Delay/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
LOS by Move:	F	B	B	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	8	11	11	11	17	17	10	26	26	13	47	47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 119 Level Of Service: C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	207	153	105	816	123	99	1052	110	208	890	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	207	153	105	816	123	99	1052	110	208	890	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	207	153	105	816	123	99	1052	110	208	890	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	218	161	111	859	129	104	1107	116	219	937	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	218	161	111	859	129	104	1107	116	219	937	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	218	161	111	859	129	104	1107	116	219	937	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.85	0.61	0.93	0.93	0.26	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	555	3610	1615	1155	3074	463	496	3610	1615	380	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.10	0.10	0.28	0.28	0.21	0.31	0.07	0.58	0.26	0.07
Crit Moves:					****					****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.46	0.22	0.36	0.35	1.02	1.02	0.37	0.54	0.13	1.02	0.46	0.12
Delay/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
LOS by Move:	B	B	B	B	D	D	A	A	A	E	A	A
HCM2kAvgQ:	2	2	2	2	16	16	1	6	1	9	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.222
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	46	872	68	95	1172	74	66	934	88	241	1054	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	872	68	95	1172	74	66	934	88	241	1054	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	872	68	95	1172	74	66	934	88	241	1054	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	918	72	100	1234	78	69	983	93	254	1109	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.95	0.85	0.11	0.95	0.85	0.19	0.94	0.94	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	192	3610	1615	212	3610	1615	361	3256	307	380	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.04	0.47	0.34	0.05	0.19	0.30	0.30	0.67	0.31	0.11
Crit Moves:				****						****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.65	0.66	0.11	1.22	0.88	0.12	0.35	0.55	0.55	1.22	0.56	0.20
Delay/Veh:	49.2	31.4	23.7	207.5	41.3	23.8	16.4	18.0	18.0	162.4	18.2	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	31.4	23.7	207.5	41.3	23.8	16.4	18.0	18.0	162.4	18.2	13.9
LOS by Move:	D	C	C	F	D	C	B	B	B	F	B	B
HCM2kAvgQ:	3	15	2	8	25	2	2	13	13	18	14	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.333
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	102.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.90	0.90	0.13	0.89	0.89	0.95	0.95	0.85	0.70	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	184	4549	555	241	4508	591	1805	3610	1615	1328	3131	414
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.26	0.68	0.41	0.41	0.06	0.34	0.04	0.21	0.41	0.41
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.72	0.57	0.57	1.49	0.90	0.90	0.42	1.20	0.15	0.88	1.49	1.49
Delay/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
LOS by Move:	D	B	B	F	C	C	D	F	C	D	F	F
HCM2kAvgQ:	3	10	10	13	24	24	3	34	1	11	53	53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	40	236	71	175	880	92	32	1375	124	268	955	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	236	71	175	880	92	32	1375	124	268	955	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	236	71	175	880	92	32	1375	124	268	955	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	248	75	184	926	97	34	1447	131	282	1005	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.05	0.00	0.26	0.06	0.02	0.28	0.08	0.16	0.19	0.06
Crit Moves:	****			****				****		****		
Green/Cycle:	0.08	0.19	0.19	0.16	0.31	0.31	0.18	0.33	0.33	0.34	0.34	0.51
Volume/Cap:	0.29	0.36	0.24	0.62	0.83	0.19	0.10	0.83	0.24	0.68	0.56	0.13
Delay/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
LOS by Move:	D	D	C	D	D	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	2	6	16	2	1	17	3	9	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.334
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	84.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	124	925	135	231	1343	94	94	811	229	301	1213	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	925	135	231	1343	94	94	811	229	301	1213	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	925	135	231	1343	94	94	811	229	301	1213	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	974	142	243	1414	99	99	854	241	317	1277	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.89	0.89	0.95	0.90	0.90	0.88	0.88	0.88	0.44	0.91	0.85
Lanes:	1.00	2.62	0.38	1.00	2.80	0.20	1.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	203	4440	648	1805	4799	336	1669	3911	1104	836	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.64	0.22	0.22	0.13	0.29	0.29	0.06	0.22	0.22	0.38	0.25	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.47	0.47	0.47	0.10	0.57	0.57	0.22	0.16	0.16	0.34	0.24	0.34
Volume/Cap:	1.36	0.47	0.47	1.34	0.51	0.51	0.62	1.34	1.34	1.05	1.02	0.35
Delay/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
LOS by Move:	F	C	C	F	B	B	D	F	F	F	E	C
HCM2kAvgQ:	11	10	10	19	12	12	4	29	29	18	24	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	139	0	360	0	0	0	0	1419	48	79	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	360	0	0	0	0	1419	48	79	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	360	0	0	0	0	1419	48	79	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	379	0	0	0	0	1494	51	83	1246	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.11	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4992	169	215	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.23	0.00	0.00	0.00	0.00	0.30	0.30	0.39	0.24	0.00
Crit Moves:			****							****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.28	0.00	0.67	0.00	0.00	0.00	0.00	0.51	0.51	0.67	0.41	0.00
Delay/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
LOS by Move:	C	A	D	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	4	0	13	0	0	0	0	12	12	3	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.54	0.46	1.00	2.68	0.32	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1805	4292	775	1805	4562	542	3502	4917	234	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.41	0.41	0.00	0.26	0.26	0.00	0.33	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.35	0.35	0.09	0.40	0.40	0.05	0.25	0.25	0.21	0.38	0.38
Volume/Cap:	0.61	0.77	0.77	0.77	1.05	1.05	0.55	1.05	1.05	0.88	0.88	0.18
Delay/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
LOS by Move:	E	D	D	E	E	E	E	F	F	E	D	C
HCM2kAvgQ:	4	18	18	7	38	38	3	26	26	15	25	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	346	83	130	843	128	154	625	78	53	234	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	346	83	130	843	128	154	625	78	53	234	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	346	83	130	843	128	154	625	78	53	234	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	364	87	137	887	135	162	658	82	56	246	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	87	137	887	135	162	658	82	56	246	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	87	137	887	135	162	658	82	56	246	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.48	0.93	0.93	0.52	0.93	0.93	0.26	0.90	0.90
Lanes:	1.00	1.61	0.39	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.33	0.67
Final Sat.:	380	2827	678	910	3071	466	980	3155	394	485	2286	1143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.15	0.29	0.29	0.17	0.21	0.21	0.12	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.12	0.26	0.26	0.30	0.57	0.57	0.46	0.57	0.57	0.32	0.30	0.30
Delay/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	3	3	2	8	8	3	7	7	1	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	149	1238	82	69	1404	184	131	339	179	58	169	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1238	82	69	1404	184	131	339	179	58	169	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1238	82	69	1404	184	131	339	179	58	169	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1303	86	73	1478	194	138	357	188	61	178	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.17	0.89	0.89	0.47	0.90	0.90	0.17	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.65	0.35	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	222	4821	319	314	4508	591	893	2240	1183	327	2242	1181
Capacity Analysis Module:												
Vol/Sat:	0.71	0.27	0.27	0.23	0.33	0.33	0.15	0.16	0.16	0.19	0.08	0.08
Crit Moves:	****									****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.96	0.37	0.37	0.31	0.44	0.44	0.79	0.82	0.82	0.96	0.41	0.41
Delay/Veh:	71.1	5.7	5.7	6.1	6.2	6.2	67.1	53.9	53.9	144.5	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	5.7	5.7	6.1	6.2	6.2	67.1	53.9	53.9	144.5	42.6	42.6
LOS by Move:	E	A	A	A	A	A	E	D	D	F	D	D
HCM2kAvgQ:	9	7	7	1	9	9	7	12	12	5	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	27	232	74	112	929	99	100	740	213	211	460	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	232	74	112	929	99	100	740	213	211	460	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	232	74	112	929	99	100	740	213	211	460	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	244	78	118	978	104	105	779	224	222	484	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	244	78	118	978	104	105	779	224	222	484	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	244	78	118	978	104	105	779	224	222	484	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.55	0.94	0.94	0.46	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	2638	842	1051	3217	343	866	3610	1615	555	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.11	0.30	0.30	0.12	0.22	0.14	0.40	0.13	0.08
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.25	0.25	0.30	0.81	0.81	0.25	0.44	0.28	0.81	0.27	0.15
Delay/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
LOS by Move:	B	B	B	B	C	C	A	B	A	C	A	A
HCM2kAvgQ:	1	2	2	2	12	12	1	5	3	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 120 Level Of Service: C

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	151	1276	81	130	1240	241	99	453	133	104	489	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1276	81	130	1240	241	99	453	133	104	489	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1276	81	130	1240	241	99	453	133	104	489	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1343	85	137	1305	254	104	477	140	109	515	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.90	0.90	0.14	0.89	0.89	0.29	0.92	0.92	0.27	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.51	0.49	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	215	4833	307	260	4239	824	544	2696	791	519	3043	492
Capacity Analysis Module:												
Vol/Sat:	0.74	0.28	0.28	0.53	0.31	0.31	0.19	0.18	0.18	0.21	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	1.02	0.38	0.38	0.73	0.42	0.42	0.93	0.85	0.85	1.02	0.82	0.82
Delay/Veh:	92.9	6.3	6.3	22.7	6.6	6.6	108.2	55.5	55.5	138.9	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.9	6.3	6.3	22.7	6.6	6.6	108.2	55.5	55.5	138.9	52.5	52.5
LOS by Move:	F	A	A	C	A	A	F	E	E	F	D	D
HCM2kAvgQ:	10	7	7	5	8	8	7	14	14	7	13	13

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1 0	1	1 0	1	1 0
Volume Module:												
Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1371	97	109	2342	167	110	453	165	130	489	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538
Capacity Analysis Module:												
Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0	0 1	0 0	0	0 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1900	0	0	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	0 0	0	0	0 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.352
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	151.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0 2	1	0	1 0 2	0	1	1 0 1	1	0	1 0 1	0	1
Volume Module:												
Base Vol:	38	2865	44	125	1983	273	480	361	58	113	213	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2865	44	125	1983	273	480	361	58	113	213	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2865	44	125	1983	273	480	361	58	113	213	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3016	46	132	2087	287	505	380	61	119	224	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.52	0.93	0.93	0.45	1.00	0.85
Lanes:	1.00	2.95	0.05	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1805	5098	78	1805	3610	1615	996	3045	489	849	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.07	0.58	0.18	0.51	0.12	0.12	0.14	0.12	0.28
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.44	0.44	0.06	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.43
Volume/Cap:	0.40	1.35	1.35	1.31	1.32	0.41	1.35	0.33	0.33	0.37	0.32	0.66
Delay/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
LOS by Move:	D	F	F	F	F	B	F	C	C	C	C	C
HCM2kAvgQ:	2	68	68	10	65	6	32	5	5	3	4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.310
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	136.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0 2	1	0	1 0 1	1	0	1 0 1	1	0	2 0 1	0	1
Volume Module:												
Base Vol:	58	2754	384	211	1605	109	170	403	34	399	340	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	2754	384	211	1605	109	170	403	34	399	340	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	2754	384	211	1605	109	170	403	34	399	340	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	2899	404	222	1689	115	179	424	36	420	358	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2899	404	222	1689	115	179	424	36	420	358	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2899	404	222	1689	115	179	424	36	420	358	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.34	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.84	0.16	2.00	1.00	1.00
Final Sat.:	1805	4470	623	648	3347	227	1805	3289	277	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.65	0.65	0.34	0.50	0.50	0.10	0.13	0.13	0.12	0.19	0.26
Crit Moves:		****		****					****		****	
Green/Cycle:	0.11	0.48	0.48	0.46	0.46	0.46	0.11	0.11	0.11	0.14	0.14	0.23
Volume/Cap:	0.30	1.35	1.35	0.89	1.10	1.10	0.89	1.16	1.16	0.86	1.35	1.14
Delay/Veh:	37.7	184	183.6	45.3	77.7	77.7	75.0	137	136.8	52.1	219	123.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	184	183.6	45.3	77.7	77.7	75.0	137	136.8	52.1	219	123.5
LOS by Move:	D	F	F	D	E	E	E	F	F	D	F	F
HCM2kAvgQ:	2	73	73	9	41	41	8	14	14	9	24	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.414		
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.5		
Optimal Cycle:	120	Level Of Service:	F		

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	658	334	113	115	34	20	919	43	164	1222	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	658	334	113	115	34	20	919	43	164	1222	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	658	334	113	115	34	20	919	43	164	1222	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	693	352	119	121	36	21	967	45	173	1286	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	693	352	119	121	36	21	967	45	173	1286	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	693	352	119	121	36	21	967	45	173	1286	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.40	0.40	0.40	0.11	0.95	0.85	0.16	0.95	0.85
Lanes:	0.12	0.59	0.29	0.43	0.44	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	207	966	490	328	333	99	207	3610	1615	302	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.36	0.36	0.36	0.10	0.27	0.03	0.57	0.36	0.11
Crit Moves:		****								****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.41	1.41	1.41	0.72	0.72	0.72	0.25	0.66	0.07	1.41	0.88	0.27
Delay/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
LOS by Move:	F	F	F	C	C	C	B	C	B	F	C	B
HCM2kAvgQ:	77	77	77	8	8	8	1	12	1	13	21	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[160.5]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	27	3	115	14	3	75	80	1090	35	31	1240	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	3	115	14	3	75	80	1090	35	31	1240	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	115	14	3	75	80	1090	35	31	1240	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	3	121	15	3	79	84	1147	37	33	1305	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	3	121	15	3	79	84	1147	37	33	1305	22
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2035	2708	574	2114	2723	653	1327	xxxx	xxxxx	1184	xxxx	xxxxx
Potent Cap.:	34	21	467	30	21	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Move Cap.:	20	17	467	16	17	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Volume/Cap:	1.43	0.19	0.26	0.93	0.19	0.19	0.16	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.0	2.3	xxxx	xxxxx	0.6	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.4	521.4	xxxx	xxxxx	13.1	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	*	*	C	F	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	xxxx	216	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	4.3	xxxx	xxxxx	xxxxx	xxxx	1.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	717.0	xxxx	xxxxx	xxxxx	xxxx	31.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	D	*	*	*	*	*	*
ApproachDel:	160.5			106.1			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	160	415	315	175	129	166	149	971	126	91	1033	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	415	315	175	129	166	149	971	126	91	1033	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	415	315	175	129	166	149	971	126	91	1033	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	437	332	184	136	175	157	1022	133	96	1087	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	437	332	184	136	175	157	1022	133	96	1087	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	437	332	184	136	175	157	1022	133	96	1087	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.89	0.89	0.26	1.00	0.85	0.17	0.95	0.85	0.19	0.95	0.85
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1232	1919	1456	495	1900	1615	318	3610	1615	360	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.37	0.07	0.11	0.49	0.28	0.08	0.27	0.30	0.08
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.35	0.58	0.58	0.95	0.18	0.28	0.95	0.55	0.16	0.51	0.58	0.16
Delay/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
LOS by Move:	B	C	C	E	B	B	E	B	B	B	B	B
HCM2kAvgQ:	3	9	9	9	2	3	8	10	2	3	11	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.153
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	91.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	152	2285	198	233	1449	228	340	992	106	143	935	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	2285	198	233	1449	228	340	992	106	143	935	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	2285	198	233	1449	228	340	992	106	143	935	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	2405	208	245	1525	240	358	1044	112	151	984	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2405	208	245	1525	240	358	1044	112	151	984	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	2405	208	245	1525	240	358	1044	112	151	984	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.76	0.24	2.00	2.59	0.41	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	3502	4716	409	3502	4392	691	3502	3213	343	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.07	0.35	0.35	0.10	0.33	0.33	0.04	0.27	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.43	0.43	0.06	0.42	0.42	0.09	0.28	0.28	0.06	0.24	0.30
Volume/Cap:	0.67	1.18	1.18	1.18	0.82	0.82	1.13	1.18	1.18	0.77	1.13	0.39
Delay/Veh:	48.4	112	111.8	162.0	25.5	25.5	132.5	124	124.5	59.3	108	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	112	111.8	162.0	25.5	25.5	132.5	124	124.5	59.3	108	25.5
LOS by Move:	D	F	F	F	C	C	F	F	F	E	F	C
HCM2kAvgQ:	4	47	47	9	18	18	11	32	32	4	26	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.432
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	160.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	2659	320	180	1981	33	95	378	51	430	353	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2659	320	180	1981	33	95	378	51	430	353	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	2659	320	180	1981	33	95	378	51	430	353	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	2799	337	189	2085	35	100	398	54	453	372	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2799	337	189	2085	35	100	398	54	453	372	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2799	337	189	2085	35	100	398	54	453	372	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	0.21	0.10	0.58	0.02	0.06	0.11	0.03	0.25	0.10	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.52	0.69	0.07	0.53	0.53	0.11	0.11	0.11	0.17	0.28	0.28
Volume/Cap:	1.08	1.49	0.30	1.49	1.08	0.04	0.57	1.02	0.31	1.49	0.37	0.44
Delay/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
LOS by Move:	F	F	A	F	E	B	E	F	D	F	D	D
HCM2kAvgQ:	8	113	5	16	55	1	4	12	2	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.994
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	216.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	520	225	339	74	49	713	185	426	759	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	520	225	339	74	49	713	185	426	759	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	520	225	339	74	49	713	185	426	759	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	547	237	357	78	52	751	195	448	799	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	547	237	357	78	52	751	195	448	799	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	547	237	357	78	52	751	195	448	799	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.58	0.58	0.58	0.23	0.92	0.92	0.24	0.93	0.93
Lanes:	0.18	1.16	0.66	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	217	1425	806	773	1165	254	433	2777	721	450	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.31	0.31	0.31	0.12	0.27	0.27	1.00	0.27	0.27
Crit Moves:		****								****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	1.99	1.99	1.99	0.90	0.90	0.90	0.24	0.54	0.54	1.99	0.55	0.55
Delay/Veh:	468.0	468	468.0	29.5	29.5	29.5	7.7	8.9	8.9	475.3	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	468.0	468	468.0	29.5	29.5	29.5	7.7	8.9	8.9	475.3	9.0	9.0
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	69	69	69	9	9	9	1	6	6	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	41	0	149	96	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	41	0	149	96	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	41	0	149	96	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	43	0	157	101	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	16	43	0	157	101	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	16	43	0	157	101	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	1.00	0.56	0.80	1.00	0.85	0.95	0.95	0.95	0.13	0.94	0.94
Lanes:	0.81	0.00	0.19	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	864	0	199	1526	0	1615	1805	3554	48	247	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.10	0.06	0.41	0.41	0.10	0.47	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.00	0.13	0.13	0.00	0.13	0.10	0.71	0.71	0.61	0.61	0.61
Volume/Cap:	0.63	0.00	0.63	0.22	0.00	0.77	0.56	0.58	0.58	0.17	0.77	0.77
Delay/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.8	3.8	4.7	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.8	3.8	4.7	8.8	8.8
LOS by Move:	C	A	C	C	A	D	C	A	A	A	A	A
HCM2kAvgQ:	2	0	2	1	0	4	2	7	7	0	12	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.366
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	67.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2349	243	101	1591	114	207	1134	121	124	750	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	2473	256	106	1675	120	218	1194	127	131	789	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.18	0.90	0.90	0.21	0.94	0.94	0.20	0.93	0.93
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	350	4635	479	350	4792	343	393	3216	343	374	3057	481
Capacity Analysis Module:												
Vol/Sat:	0.59	0.53	0.53	0.30	0.35	0.35	0.55	0.37	0.37	0.35	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.37	1.23	1.23	0.70	0.80	0.80	1.37	0.91	0.91	0.86	0.64	0.64
Delay/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
LOS by Move:	F	F	F	C	B	B	F	C	C	D	B	B
HCM2kAvgQ:	13	42	42	3	11	11	13	15	15	5	7	7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.053
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1	0	1	0	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	29	845	26	353	404	34	118	148	21	9	323	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	353	404	34	118	148	21	9	323	760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	353	404	34	118	148	21	9	323	760
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	372	425	36	124	156	22	9	340	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	372	425	36	124	156	22	9	340	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	372	425	36	124	156	22	9	340	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.89	1.02	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3082	95	954	1092	92	954	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.39	0.39	0.39	0.13	0.10	0.10	0.01	0.18	0.50
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.78	0.78	0.78	1.05	1.05	1.05	0.28	0.20	0.20	0.02	0.38	1.05
Delay/Veh:	17.3	17.3	17.3	62.7	62.7	62.7	8.4	7.9	7.9	7.1	8.8	60.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	17.3	62.7	62.7	62.7	8.4	7.9	7.9	7.1	8.8	60.8
LOS by Move:	B	B	B	E	E	E	A	A	A	A	A	E
HCM2kAvgQ:	9	9	9	15	15	15	1	2	2	0	4	24

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	0	1	1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0	0 0 1	0	1	0 0 0	1	0	0 0 0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 120 Level Of Service: D

Street Name:	Owensmouth Ave									Nordhoff St								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted					
Rights:	Include				Include				Include				Include					
Min. Green:	8	8	8		8	8	8		17	17	17		17	17	17			
Lanes:	1 0	0	1	0		1 0	0	1	0		1 0	0	1	0		1 0	2	0	1	
Volume Module:																				
Base Vol:	44	246	85			153	209	61			28	1208	43			160	949	138		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	44	246	85			153	209	61			28	1208	43			160	949	138		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	44	246	85			153	209	61			28	1208	43			160	949	138		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	46	259	89			161	220	64			29	1272	45			168	999	145		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	46	259	89			161	220	64			29	1272	45			168	999	145		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	46	259	89			161	220	64			29	1272	45			168	999	145		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.47	0.96	0.96			0.47	0.97	0.97			0.28	1.00	1.00			0.12	0.95	0.85		
Lanes:	1.00	0.74	0.26			1.00	0.77	0.23			1.00	0.97	0.03			1.00	2.00	1.00		
Final Sat.:	884	1357	469			884	1421	415			536	1826	65			228	3610	1615		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.19	0.19			0.18	0.15	0.15			0.06	0.70	0.70			0.74	0.28	0.09		
Crit Moves:		****														****				
Green/Cycle:	0.17	0.17	0.17			0.17	0.17	0.17			0.67	0.67	0.67			0.67	0.67	0.67		
Volume/Cap:	0.30	1.11	1.11			1.06	0.90	0.90			0.08	1.04	1.04			1.11	0.41	0.13		
Delay/Veh:	19.2	103	103.2			109.6	46.8	46.8			3.0	45.8	45.8			112.7	3.9	3.1		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	19.2	103	103.2			109.6	46.8	46.8			3.0	45.8	45.8			112.7	3.9	3.1		
LOS by Move:	B	F	F			F	D	D			A	D	D			F	A	A		
HCM2kAvgQ:	1	14	14			7	8	8			0	35	35			8	4	1		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.669
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	45.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	913	246	131	1091	106	208	1183	151	163	906	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	913	246	131	1091	106	208	1183	151	163	906	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	913	246	131	1091	106	208	1183	151	163	906	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	961	259	138	1148	112	219	1245	159	172	954	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.95	0.85	0.17	0.95	0.85	0.21	0.95	0.85	0.11	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	200	3610	1615	325	3610	1615	393	3610	1615	211	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.71	0.27	0.16	0.42	0.32	0.07	0.56	0.34	0.10	0.81	0.26	0.09
Crit Moves:	****									****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.67	0.63	0.38	1.00	0.75	0.16	1.14	0.71	0.20	1.67	0.54	0.19
Delay/Veh:	373.0	21.2	18.2	103.1	24.1	16.2	131.5	19.4	13.2	362.8	16.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	373.0	21.2	18.2	103.1	24.1	16.2	131.5	19.4	13.2	362.8	16.4	13.1
LOS by Move:	F	C	B	F	C	B	F	B	B	F	B	B
HCM2kAvgQ:	13	12	5	8	15	2	13	15	3	15	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	146.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2174	94	114	1459	384	326	1006	178	186	746	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2288	99	120	1536	404	343	1059	187	196	785	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.88	0.88	0.96	0.89	0.89	0.95	0.88	0.88
Lanes:	1.00	2.88	0.12	1.00	2.37	0.63	1.00	2.55	0.45	1.00	2.32	0.68
Final Sat.:	1805	4942	214	1805	3979	1047	1817	4310	763	1805	3870	1141
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.07	0.39	0.39	0.19	0.25	0.25	0.11	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.38	0.38	0.29	0.29	0.29	0.18	0.18	0.18	0.16	0.18	0.18
Volume/Cap:	0.39	1.22	1.22	0.54	1.35	1.35	1.04	1.35	1.35	0.68	1.15	1.15
Delay/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
LOS by Move:	C	F	F	C	F	F	F	F	F	D	F	F
HCM2kAvgQ:	3	43	43	3	41	41	15	28	28	6	18	18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	16	270	203	79	231	25	34	504	14	168	496	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	270	203	79	231	25	34	504	14	168	496	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	270	203	79	231	25	34	504	14	168	496	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	284	214	83	243	26	36	531	15	177	522	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	284	214	83	243	26	36	531	15	177	522	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	284	214	83	243	26	36	531	15	177	522	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.84	0.84	0.85	0.43	0.95	0.85	0.43	0.95	0.85
Lanes:	0.06	0.94	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	104	1749	1615	409	1195	1615	821	3610	1615	809	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.20	0.20	0.02	0.04	0.15	0.01	0.22	0.14	0.04
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.40	0.40	0.33	0.50	0.50	0.04	0.10	0.34	0.02	0.50	0.33	0.09
Delay/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	4	4	3	4	4	0	0	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	1195	314	138	1180	54	26	611	61	209	690	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1195	314	138	1180	54	26	611	61	209	690	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1195	314	138	1180	54	26	611	61	209	690	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1258	331	145	1242	57	27	643	64	220	726	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.11	0.95	0.85	0.27	0.95	0.85	0.31	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	224	3610	1615	216	3610	1615	504	3610	1615	590	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.35	0.20	0.67	0.34	0.04	0.05	0.18	0.04	0.37	0.20	0.07
Crit Moves:				****						****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.53	0.59	0.35	1.15	0.59	0.06	0.17	0.55	0.12	1.15	0.62	0.20
Delay/Veh:	15.2	12.3	9.9	144.0	12.2	8.0	22.2	25.5	21.5	141.0	26.7	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	12.3	9.9	144.0	12.2	8.0	22.2	25.5	21.5	141.0	26.7	22.1
LOS by Move:	B	B	A	F	B	A	C	C	C	F	C	C
HCM2kAvgQ:	2	12	5	9	12	1	1	8	1	13	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	76	2053	129	146	1570	91	213	781	69	113	774	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2053	129	146	1570	91	213	781	69	113	774	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2053	129	146	1570	91	213	781	69	113	774	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2161	136	154	1653	96	224	822	73	119	815	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.90	0.90	0.19	0.90	0.90	0.26	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	365	4836	304	365	4864	282	492	3610	1615	486	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.45	0.45	0.42	0.34	0.34	0.46	0.23	0.04	0.24	0.23	0.05
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.53	1.07	1.07	1.01	0.82	0.82	1.07	0.54	0.11	0.58	0.53	0.11
Delay/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
LOS by Move:	B	E	E	F	B	B	F	B	A	B	B	A
HCM2kAvgQ:	2	26	26	7	12	12	9	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	351	179	73	305	63	69	1287	78	146	1011	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	351	179	73	305	63	69	1287	78	146	1011	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	351	179	73	305	63	69	1287	78	146	1011	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	369	188	77	321	66	73	1355	82	154	1064	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.69	0.69	0.69	0.19	0.90	0.90	0.13	0.90	0.90
Lanes:	0.12	0.58	0.30	0.17	0.69	0.14	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	186	893	455	218	910	188	357	4847	294	243	4642	473
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.35	0.35	0.35	0.20	0.28	0.28	0.63	0.23	0.23
Crit Moves:		****								****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	1.14	1.14	1.14	0.97	0.97	0.97	0.37	0.50	0.50	1.14	0.41	0.41
Delay/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
LOS by Move:	F	F	F	E	E	E	B	B	B	F	B	B
HCM2kAvgQ:	33	33	33	19	19	19	2	10	10	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	2.057
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	51.6
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.95	0.85	0.09	0.95	0.85	0.14	0.90	0.90	0.11	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	1.00	2.65	0.35
Final Sat.:	241	3610	1615	168	3610	1615	260	4616	494	207	4510	589
Capacity Analysis Module:												
Vol/Sat:	0.28	0.39	0.14	1.01	0.34	0.07	0.45	0.30	0.30	0.87	0.24	0.24
Crit Moves:				****						****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.57	0.79	0.29	2.06	0.68	0.13	1.07	0.70	0.70	2.06	0.57	0.57
Delay/Veh:	22.7	21.4	13.8	537.9	18.7	12.6	131.1	22.6	22.6	539.2	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	21.4	13.8	537.9	18.7	12.6	131.1	22.6	22.6	539.2	20.2	20.2
LOS by Move:	C	C	B	F	B	B	F	C	C	F	C	C
HCM2kAvgQ:	2	18	4	17	14	2	7	14	14	18	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	109	Level Of Service:	D

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4754	376	3502	5100	77	3502	4588	521
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.31	0.31	0.00	0.27	0.27	0.00	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.42	0.42	0.07	0.42	0.42	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.46	0.91	0.91	0.91	0.73	0.73	0.59	0.91	0.91	0.46	0.89	0.89
Delay/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	25	25	6	16	16	5	19	19	2	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	54.1
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	33	525	48	125	335	54	60	1484	16	88	1122	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	525	48	125	335	54	60	1484	16	88	1122	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	525	48	125	335	54	60	1484	16	88	1122	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	553	51	132	353	57	63	1562	17	93	1181	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.54	0.54	0.54	0.21	0.95	0.85	0.21	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.65	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	107	1707	1615	251	674	109	399	3610	1615	399	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.03	0.52	0.52	0.52	0.16	0.43	0.01	0.23	0.33	0.03
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.70	0.70	0.07	1.14	1.14	1.14	0.42	1.14	0.03	0.61	0.86	0.09
Delay/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
LOS by Move:	B	B	A	F	F	F	B	F	A	B	C	B
HCM2kAvgQ:	9	9	0	21	21	21	1	30	0	2	12	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.927
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	83.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.95	0.85	0.13	0.95	0.85	0.20	0.95	0.85	0.09	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	253	3610	1615	253	3610	1615	374	3610	1615	173	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.54	0.40	0.17	0.64	0.35	0.13	0.57	0.41	0.05	1.11	0.30	0.16
Crit Moves:				****						****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.63	1.22	0.51	1.93	1.04	0.38	0.98	0.71	0.08	1.93	0.52	0.27
Delay/Veh:	359.5	135	25.0	487.7	67.7	23.4	73.0	14.8	8.5	470.6	11.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	359.5	135	25.0	487.7	67.7	23.4	73.0	14.8	8.5	470.6	11.6	9.6
LOS by Move:	F	F	C	F	E	C	E	B	A	F	B	A
HCM2kAvgQ:	12	41	7	16	27	5	10	16	1	18	10	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.276				
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	186.4				
Optimal Cycle:	120	Level Of Service:	F				

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1776	218	153	1239	186	200	1576	93	130	914	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1869	229	161	1304	196	211	1659	98	137	962	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.68	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.67	0.33	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4546	558	1294	4420	663	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.12	0.30	0.30	0.12	0.46	0.06	0.08	0.27	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.13	0.28	0.28	0.21	0.21	0.21	0.31	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.49	1.48	1.48	0.73	1.40	1.40	0.61	1.48	0.20	0.57	0.87	0.20
Delay/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
LOS by Move:	C	F	F	D	F	F	C	F	B	C	C	B
HCM2kAvgQ:	3	50	50	5	34	34	5	57	2	4	14	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.725				
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	10.1				
Optimal Cycle:	51	Level Of Service:	B				

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	28	1571	43	100	1387	18	93	139	23	64	73	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1571	43	100	1387	18	93	139	23	64	73	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1571	43	100	1387	18	93	139	23	64	73	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1654	45	105	1460	19	98	146	24	67	77	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.10	0.95	0.85	0.58	0.98	0.98	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.86	0.14	0.47	0.53	1.00
Final Sat.:	260	3610	1615	192	3610	1615	1096	1596	264	602	686	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46	0.03	0.55	0.40	0.01	0.09	0.09	0.09	0.11	0.11	0.05
Crit Moves:				****							****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.15	0.61	0.04	0.72	0.53	0.02	0.58	0.59	0.59	0.72	0.72	0.31
Delay/Veh:	3.4	5.3	2.8	22.5	4.7	2.7	40.2	38.7	38.7	48.7	48.7	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	5.3	2.8	22.5	4.7	2.7	40.2	38.7	38.7	48.7	48.7	34.5
LOS by Move:	A	A	A	C	A	A	D	D	D	D	D	C
HCM2kAvgQ:	0	11	0	3	9	0	3	5	5	5	5	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.164
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.8
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	106	460	204	80	350	49	79	1497	54	191	1278	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	460	204	80	350	49	79	1497	54	191	1278	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	460	204	80	350	49	79	1497	54	191	1278	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	484	215	84	368	52	83	1576	57	201	1345	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.91	0.23	0.93	0.93	0.17	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.39	0.61	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	542	2386	1058	436	3110	435	321	3610	1615	232	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.19	0.12	0.12	0.26	0.44	0.04	0.86	0.37	0.04
Crit Moves:	****									****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	1.16	1.15	1.15	1.09	0.67	0.67	0.35	0.59	0.05	1.16	0.50	0.05
Delay/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
LOS by Move:	F	F	F	F	D	D	A	A	A	F	A	A
HCM2kAvgQ:	8	21	21	6	8	8	1	12	0	13	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.322
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	84.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.95	0.85	0.08	0.95	0.85	0.11	0.95	0.85	0.11	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	346	3610	1615	159	3610	1615	210	3610	1615	210	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.41	0.13	0.72	0.30	0.05	0.39	0.50	0.05	0.45	0.41	0.07
Crit Moves:				****				****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.50	0.75	0.24	1.32	0.56	0.10	1.04	1.32	0.14	1.20	1.10	0.18
Delay/Veh:	16.3	19.2	12.1	227.8	15.2	11.0	144.6	181	20.7	196.9	89.5	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	19.2	12.1	227.8	15.2	11.0	144.6	181	20.7	196.9	89.5	21.1
LOS by Move:	B	B	B	F	B	B	F	F	C	F	F	C
HCM2kAvgQ:	3	19	3	9	12	1	6	59	2	7	38	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	181.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.89	0.89	0.07	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.64	0.36	1.00	2.66	0.34	1.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	270	4490	603	125	4517	582	1805	4644	470	1805	4605	504
Capacity Analysis Module:												
Vol/Sat:	0.50	0.43	0.43	1.06	0.28	0.28	0.12	0.37	0.37	0.11	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.08	0.21	0.21	0.06	0.19	0.19
Volume/Cap:	0.83	0.70	0.70	1.74	0.46	0.46	1.53	1.74	1.74	1.74	1.53	1.53
Delay/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
LOS by Move:	D	B	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	6	17	17	13	9	9	18	58	58	18	42	42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.380
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	619	220	81	613	70	121	1569	94	216	1355	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	619	220	81	613	70	121	1569	94	216	1355	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	619	220	81	613	70	121	1569	94	216	1355	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	652	232	85	645	74	127	1652	99	227	1426	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.85	0.40	0.94	0.94	0.14	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	760	3610	1615	760	3191	364	257	3610	1615	238	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.14	0.11	0.20	0.20	0.50	0.46	0.06	0.96	0.40	0.08
Crit Moves:					****					****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.56	0.90	0.72	0.56	1.01	1.01	0.78	0.71	0.10	1.50	0.62	0.13
Delay/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
LOS by Move:	C	C	C	C	E	E	C	A	A	F	A	A
HCM2kAvgQ:	2	9	5	2	12	12	4	10	1	15	8	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.736
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	65.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1356	328	159	1076	121	141	1370	76	104	943	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1427	345	167	1133	127	148	1442	80	109	993	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.95	0.85	0.09	0.95	0.85	0.12	0.94	0.94	0.09	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	321	3610	1615	177	3610	1615	220	3393	188	170	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.42	0.40	0.21	0.95	0.31	0.08	0.67	0.43	0.43	0.64	0.27	0.09
Crit Moves:				****			****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.78	0.73	0.39	1.74	0.58	0.14	1.74	1.09	1.09	1.66	0.71	0.23
Delay/Veh:	41.0	22.0	16.1	398.0	18.6	13.6	411.9	90.6	90.6	389.7	32.6	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	22.0	16.1	398.0	18.6	13.6	411.9	90.6	90.6	389.7	32.6	24.8
LOS by Move:	D	C	B	F	B	B	F	F	F	F	C	C
HCM2kAvgQ:	6	21	7	16	15	2	15	42	42	11	17	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.734
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	167.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1856	156	136	1174	246	184	1546	103	143	959	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.89	0.89	0.95	0.95	0.85	0.59	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	222	4727	397	156	4177	875	1805	3610	1615	1120	2940	579
Capacity Analysis Module:												
Vol/Sat:	0.35	0.41	0.41	0.92	0.30	0.30	0.11	0.45	0.07	0.13	0.34	0.34
Crit Moves:				****				****		****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.13	0.27	0.27	0.19	0.19	0.19
Volume/Cap:	0.64	0.76	0.76	1.69	0.54	0.54	0.80	1.69	0.25	0.81	1.81	1.81
Delay/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
LOS by Move:	C	B	B	F	B	B	E	F	C	D	F	F
HCM2kAvgQ:	3	18	18	13	10	10	7	67	2	6	54	54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	225	734	105	230	550	179	99	1425	116	158	1330	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	734	105	230	550	179	99	1425	116	158	1330	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	734	105	230	550	179	99	1425	116	158	1330	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	773	111	242	579	188	104	1500	122	166	1400	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.07	0.00	0.16	0.12	0.06	0.29	0.08	0.09	0.27	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.26	0.26	0.16	0.23	0.23	0.12	0.35	0.35	0.34	0.34	0.50
Volume/Cap:	0.60	0.83	0.27	0.83	0.69	0.51	0.46	0.83	0.22	0.60	0.80	0.22
Delay/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
LOS by Move:	D	D	C	E	D	C	D	C	C	C	C	B
HCM2kAvgQ:	7	14	3	10	10	6	4	18	3	5	16	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.695
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	168.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.89	0.89	0.95	0.89	0.89	0.43	0.90	0.90	0.33	0.91	0.85
Lanes:	1.00	2.49	0.51	1.00	2.65	0.35	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	289	4204	853	1805	4510	589	811	4961	195	634	5187	1615
Capacity Analysis Module:												
Vol/Sat:	1.01	0.38	0.38	0.07	0.27	0.27	0.21	0.27	0.27	0.38	0.27	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.59	0.59	0.59	0.04	0.63	0.63	0.22	0.16	0.16	0.28	0.17	0.22
Volume/Cap:	1.71	0.64	0.64	1.58	0.43	0.43	0.98	1.70	1.70	1.15	1.53	0.38
Delay/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
LOS by Move:	F	B	B	F	B	B	F	F	F	F	F	D
HCM2kAvgQ:	27	17	17	11	9	9	10	46	46	16	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.261
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	226	0	590	0	0	0	0	1665	78	113	1399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	590	0	0	0	0	1665	78	113	1399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	590	0	0	0	0	1665	78	113	1399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	621	0	0	0	0	1753	82	119	1473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.08	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4920	230	150	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.38	0.00	0.00	0.00	0.00	0.36	0.36	0.79	0.28	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.53	0.00	1.26	0.00	0.00	0.00	0.00	0.57	0.57	1.26	0.45	0.00
Delay/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
LOS by Move:	D	A	F	A	A	A	A	B	B	F	B	A
HCM2kAvgQ:	8	0	41	0	0	0	0	14	14	10	10	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	70.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.88	0.88	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.22	0.78	1.00	2.44	0.56	2.00	2.68	0.32	2.00	3.00	1.00
Final Sat.:	1805	3690	1294	1805	4109	933	3502	4557	547	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.33	0.33	0.00	0.24	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.42	0.42	0.07	0.42	0.42	0.13	0.30	0.30	0.11	0.24	0.24
Volume/Cap:	0.41	1.08	1.08	1.08	0.61	0.61	0.97	1.08	1.08	0.74	0.97	0.36
Delay/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
LOS by Move:	D	E	E	F	C	C	F	F	F	E	E	D
HCM2kAvgQ:	3	43	43	9	14	14	13	32	32	7	21	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	876	120	125	721	326	149	333	33	51	489	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	876	120	125	721	326	149	333	33	51	489	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	876	120	125	721	326	149	333	33	51	489	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	922	126	132	759	343	157	351	35	54	515	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	922	126	132	759	343	157	351	35	54	515	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	922	126	132	759	343	157	351	35	54	515	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.19	0.91	0.91	0.31	0.94	0.94	0.50	0.92	0.92
Lanes:	1.00	1.76	0.24	1.00	1.38	0.62	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	325	3118	427	361	2369	1071	591	3242	321	956	2793	708
Capacity Analysis Module:												
Vol/Sat:	0.28	0.30	0.30	0.36	0.32	0.32	0.27	0.11	0.11	0.06	0.18	0.18
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.55	0.59	0.59	0.73	0.64	0.64	0.73	0.30	0.30	0.15	0.50	0.50
Delay/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
LOS by Move:	B	B	B	C	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	8	8	4	9	9	4	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.886
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	64.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1785	110	75	1429	169	189	290	240	96	301	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1785	110	75	1429	169	189	290	240	96	301	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1785	110	75	1429	169	189	290	240	96	301	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1879	116	79	1504	178	199	305	253	101	317	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.90	0.90	0.29	0.89	0.89	0.18	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.68	0.32	1.00	1.09	0.91	1.00	1.53	0.47
Final Sat.:	220	4842	298	148	4564	540	551	1841	1524	342	2661	822
Capacity Analysis Module:												
Vol/Sat:	1.40	0.39	0.39	0.53	0.33	0.33	0.36	0.17	0.17	0.30	0.12	0.12
Crit Moves:	****						****					
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	1.89	0.52	0.52	0.72	0.44	0.44	1.89	0.87	0.87	1.54	0.62	0.62
Delay/Veh:	436.5	6.7	6.7	28.9	6.0	6.0	480.8	58.9	58.9	355.3	46.4	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	436.5	6.7	6.7	28.9	6.0	6.0	480.8	58.9	58.9	355.3	46.4	46.4
LOS by Move:	F	A	A	C	A	A	F	E	E	F	D	D
HCM2kAvgQ:	30	11	11	3	9	9	20	13	13	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	314	906	230	141	591	188	86	563	69	108	811	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	906	230	141	591	188	86	563	69	108	811	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	906	230	141	591	188	86	563	69	108	811	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	954	242	148	622	198	91	593	73	114	854	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	954	242	148	622	198	91	593	73	114	854	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	954	242	148	622	198	91	593	73	114	854	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.18	0.92	0.92	0.26	0.95	0.85	0.28	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	583	2793	709	344	2640	840	496	3610	1615	523	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.57	0.34	0.34	0.43	0.24	0.24	0.18	0.16	0.04	0.22	0.24	0.12
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.93	0.56	0.56	0.71	0.39	0.39	0.72	0.64	0.18	0.85	0.93	0.49
Delay/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
LOS by Move:	D	A	A	B	A	A	D	C	B	E	D	B
HCM2kAvgQ:	10	7	7	4	4	4	3	6	1	5	13	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.790
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	68.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	215	1690	143	116	1275	228	195	504	235	155	490	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1690	143	116	1275	228	195	504	235	155	490	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1690	143	116	1275	228	195	504	235	155	490	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1779	151	122	1342	240	205	531	247	163	516	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.07	0.89	0.89	0.17	0.90	0.90	0.13	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.54	0.46	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	230	4725	400	141	4299	769	326	2344	1093	238	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.99	0.38	0.38	0.86	0.31	0.31	0.63	0.23	0.23	0.69	0.19	0.19
Crit Moves:	****									****		
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	1.79	0.68	0.68	1.57	0.57	0.57	1.65	0.59	0.59	1.79	0.51	0.51
Delay/Veh:	412.2	20.2	20.2	335.5	17.9	17.9	361.0	30.3	30.3	432.7	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	412.2	20.2	20.2	335.5	17.9	17.9	361.0	30.3	30.3	432.7	28.7	28.7
LOS by Move:	F	C	C	F	B	B	F	C	C	F	C	C
HCM2kAvgQ:	22	19	19	12	14	14	19	12	12	16	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	113	2003	216	59	1446	181	291	636	190	45	210	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	2003	216	59	1446	181	291	636	190	45	210	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	2003	216	59	1446	181	291	636	190	45	210	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2108	227	62	1522	191	306	669	200	47	221	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.90	0.90	0.07	0.89	0.89	0.57	1.00	0.85	0.14	0.93	0.93
Lanes:	1.00	2.71	0.29	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	177	4612	497	141	4532	567	1079	1900	1615	270	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.67	0.46	0.46	0.44	0.34	0.34	0.28	0.35	0.12	0.18	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.13	0.76	0.76	0.74	0.56	0.56	0.91	1.13	0.40	0.56	0.24	0.24
Delay/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
LOS by Move:	F	B	B	D	B	B	E	F	C	C	C	C
HCM2kAvgQ:	8	19	19	3	11	11	12	32	5	2	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	1	0 0	0 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1900	0	0	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	0 0 0	0	0	0 0 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 3.2

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 3.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.406
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	681	154	422	777	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	681	154	422	777	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	681	154	422	777	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	717	162	444	818	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	717	162	444	818	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	717	162	444	818	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.63	0.63	0.63	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	211	1065	886	206	2090	82	530	2862	647	543	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.25	0.25	0.82	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.41	1.41	1.41	1.29	1.29	1.29	0.05	0.43	0.43	1.41	0.43	0.43
Delay/Veh:	211.8	212	211.8	159.1	159	159.1	4.6	6.0	6.0	211.1	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.8	212	211.8	159.1	159	159.1	4.6	6.0	6.0	211.1	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	24	24	24	21	21	21	0	4	4	25	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.3
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	1	21	34	0	71	120	910	16	11	936	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	71	120	910	16	11	936	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	71	120	910	16	11	936	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	75	126	958	17	12	985	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	22	36	0	75	126	958	17	12	985	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	22	36	0	75	126	958	17	12	985	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.29	0.03	0.68	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	494	55	1154	1805	0	1615	1805	3537	62	1805	3386	195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.00	0.05	0.07	0.27	0.27	0.01	0.29	0.29
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.08	0.08	0.08	0.00	0.11	0.16	0.83	0.83	0.02	0.68	0.68
Volume/Cap:	0.43	0.25	0.25	0.25	0.00	0.43	0.43	0.33	0.33	0.33	0.43	0.43
Delay/Veh:	50.3	44.6	44.6	44.3	0.0	43.3	38.6	2.1	2.1	53.7	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	44.6	44.6	44.3	0.0	43.3	38.6	2.1	2.1	53.7	7.2	7.2
LOS by Move:	D	D	D	D	A	D	D	A	A	D	A	A
HCM2kAvgQ:	2	1	1	1	0	3	4	4	4	1	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	465	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2568	159	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****				****			
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:	34.8			26.0			12.8			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.8			26.0			12.8			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0	1 0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0	1	0 0	1!	0 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	40	0	0	0	0	1030	0	40	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	0	0	0	0	1030	0	40	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40	0	0	0	0	1030	0	40	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	42	0	0	0	0	1084	0	42	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1084	0	42	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	42	0	0	0	0	1084	0	42	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1644	0	1900	0	1900	3610	1900	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.30	0.00	0.02	0.28	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.61	0.00	0.10	0.71	0.00
Volume/Cap:	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.49	0.00	0.23	0.40	0.00
Delay/Veh:	0.0	0.0	18.8	0.0	0.0	0.0	0.0	5.7	0.0	21.4	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	18.8	0.0	0.0	0.0	0.0	5.7	0.0	21.4	3.1	0.0
LOS by Move:	A	A	B	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	5	0	1	4	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480				
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.7				
Optimal Cycle:	44	Level Of Service:	A				

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0	0 1	0 0	0	0 0	0 0	1	0 0	0 0
Volume Module:												
Base Vol:	0	779	40	0	722	0	0	0	0	40	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	40	0	722	0	0	0	0	40	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	40	0	722	0	0	0	0	40	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	42	0	760	0	0	0	0	42	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	42	0	760	0	0	0	0	42	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	42	0	760	0	0	0	0	42	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.95	0.05	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1795	92	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.40	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.95	0.95	0.00	0.95	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Volume/Cap:	0.00	0.48	0.48	0.00	0.42	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	0.0	0.4	0.0	0.0	0.0	0.0	50.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	0.0	0.4	0.0	0.0	0.0	0.0	50.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	3	3	0	2	0	0	0	0	2	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.877
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	189.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	713	185	386	759	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	713	185	386	759	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	713	185	386	759	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	751	195	406	799	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	751	195	406	799	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	751	195	406	799	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.22	0.92	0.92	0.23	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1469	767	770	1160	253	426	2777	721	443	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.92	0.27	0.27
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.88	1.88	1.88	0.88	0.88	0.88	0.25	0.55	0.55	1.88	0.56	0.56
Delay/Veh:	415.1	415	415.1	26.4	26.4	26.4	8.1	9.3	9.3	424.3	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	415.1	415	415.1	26.4	26.4	26.4	8.1	9.3	9.3	424.3	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	64	64	64	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	41	0	149	96	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	41	0	149	96	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	41	0	149	96	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	43	0	157	101	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	16	43	0	157	101	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	16	43	0	157	101	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.81	0.00	0.19	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	1446	0	334	1805	0	1615	1805	3554	48	1805	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.02	0.00	0.10	0.06	0.41	0.41	0.01	0.47	0.47
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.14	0.07	0.00	0.14	0.08	0.76	0.76	0.03	0.70	0.70
Volume/Cap:	0.67	0.00	0.33	0.33	0.00	0.67	0.67	0.54	0.54	0.54	0.67	0.67
Delay/Veh:	58.8	0.0	39.4	45.6	0.0	48.1	55.9	5.2	5.2	60.8	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	0.0	39.4	45.6	0.0	48.1	55.9	5.2	5.2	60.8	9.1	9.1
LOS by Move:	E	A	D	D	A	D	E	A	A	E	A	A
HCM2kAvgQ:	4	0	3	2	0	6	4	10	10	2	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	29	845	26	313	404	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	404	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	404	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	425	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	425	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	425	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	881	1138	96	950	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: 42 Level Of Service: A

Street Name:	Busway A									Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Lanes:	0 0	0	1	0 0	1!	0	0	1	0	2	0	1	1	0	2 0 1
Volume Module:															
Base Vol:	0	0	40	0	0	0	0	1414	0	40	1691	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	40	0	0	0	0	1414	0	40	1691	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	40	0	0	0	0	1414	0	40	1691	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	42	0	0	0	0	1488	0	42	1780	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	42	0	0	0	0	1488	0	42	1780	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	42	0	0	0	0	1488	0	42	1780	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00			
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	0	0	1644	0	1900	0	1900	3610	1900	1805	3610	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.41	0.00	0.02	0.49	0.00			
Crit Moves:			****					****		****					
Green/Cycle:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.62	0.00	0.10	0.72	0.00			
Volume/Cap:	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.66	0.00	0.23	0.68	0.00			
Delay/Veh:	0.0	0.0	19.4	0.0	0.0	0.0	0.0	6.9	0.0	21.4	4.6	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	19.4	0.0	0.0	0.0	0.0	6.9	0.0	21.4	4.6	0.0			
LOS by Move:	A	A	B	A	A	A	A	A	A	C	A	A			
HCM2kAvgQ:	0	0	1	0	0	0	0	9	0	1	9	0			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.7		
Optimal Cycle:	77	Level Of Service:	A		

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 0	1 0	0	0 0	0	0 0	1 0	0	0 0
Volume Module:												
Base Vol:	0	1184	40	0	1228	0	0	0	0	40	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	40	0	1228	0	0	0	0	40	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	40	0	1228	0	0	0	0	40	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	42	0	1293	0	0	0	0	42	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	42	0	1293	0	0	0	0	42	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	42	0	1293	0	0	0	0	42	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.97	0.03	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1831	62	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.68	0.00	0.68	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.97	0.97	0.00	0.97	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.00	0.00
Delay/Veh:	0.0	1.4	1.4	0.0	1.4	0.0	0.0	0.0	0.0	79.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	1.4	0.0	1.4	0.0	0.0	0.0	0.0	79.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	6	6	0	6	0	0	0	0	3	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 3.3

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 3.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.406
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	681	154	422	777	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	681	154	422	777	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	681	154	422	777	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	717	162	444	818	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	717	162	444	818	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	717	162	444	818	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.63	0.63	0.63	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	211	1065	886	206	2090	82	530	2862	647	543	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.25	0.25	0.82	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.41	1.41	1.41	1.29	1.29	1.29	0.05	0.43	0.43	1.41	0.43	0.43
Delay/Veh:	211.8	212	211.8	159.1	159	159.1	4.6	6.0	6.0	211.1	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.8	212	211.8	159.1	159	159.1	4.6	6.0	6.0	211.1	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	24	24	24	21	21	21	0	4	4	25	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	1	21	34	0	31	80	910	16	11	936	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	31	80	910	16	11	936	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	31	80	910	16	11	936	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	33	84	958	17	12	985	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	1	22	36	0	33	84	958	17	12	985	57
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	33	xxxx	xxxxx	23	xxxx	xxxxx	640	130	16	606	135	12
Potent Cap.:	1592	xxxx	xxxxx	1605	xxxx	xxxxx	391	764	1069	412	759	1074
Move Cap.:	1592	xxxx	xxxxx	1605	xxxx	xxxxx	0	743	1069	0	738	1074
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	1.29	0.02	xxxx	1.34	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	4.8	xxxxx	xxxx	5.2	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	18.2	xxxxx	xxxxx	19.1	xxxxx
LOS by Move:	A	*	*	A	*	*	*	C	*	*	C	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	751	xxxx	xxxx	763
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.0	xxxxx	xxxx	6.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.6	xxxxx	xxxx	20.9
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	465	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2568	159	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****				****			
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:	34.8			26.0			12.8			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.8			26.0			12.8			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave									Plummer St								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0		
Volume Module:																		
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95						
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0						
Critical Gap Module:																		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx						
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx						
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx						
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx						
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*						
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx								
ApproachLOS:	*			*			D			*								

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name:	Owensmouth Ave									Nordhoff St								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Permitted				Permitted				Permitted				Permitted					
Rights:	Include				Include				Include				Include					
Min. Green:	8	8	8		8	8	8		17	17	17		17	17	17			
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	2	0 1		
Volume Module:																		
Base Vol:	51	218	122		81	279	37		63	808	43		149	730	136			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	51	218	122		81	279	37		63	808	43		149	730	136			
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	51	218	122		81	279	37		63	808	43		149	730	136			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95			
PHF Volume:	54	229	128		85	294	39		66	851	45		157	768	143			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	54	229	128		85	294	39		66	851	45		157	768	143			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	54	229	128		85	294	39		66	851	45		157	768	143			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900			
Adjustment:	0.37	0.95	0.95		0.37	0.98	0.98		0.36	0.99	0.99		0.15	0.95	0.85			
Lanes:	1.00	0.64	0.36		1.00	0.88	0.12		1.00	0.95	0.05		1.00	2.00	1.00			
Final Sat.:	701	1152	645		701	1647	218		675	1790	95		279	3610	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.08	0.20	0.20		0.12	0.18	0.18		0.10	0.48	0.48		0.56	0.21	0.09			
Crit Moves:		****											****					
Green/Cycle:	0.22	0.22	0.22		0.22	0.22	0.22		0.62	0.62	0.62		0.62	0.62	0.62			
Volume/Cap:	0.35	0.91	0.91		0.55	0.81	0.81		0.16	0.77	0.77		0.91	0.34	0.14			
Delay/Veh:	17.8	42.8	42.8		21.6	30.1	30.1		4.2	10.0	10.0		50.6	4.7	4.0			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	17.8	42.8	42.8		21.6	30.1	30.1		4.2	10.0	10.0		50.6	4.7	4.0			
LOS by Move:	B	D	D		C	C	C		A	A	A		D	A	A			
HCM2kAvgQ:	1	10	10		2	8	8		1	12	12		5	3	1			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.494
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	48.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	759	174	193	707	5	38	942	109	305	798	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	759	174	193	707	5	38	942	109	305	798	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	759	174	193	707	5	38	942	109	305	798	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	799	183	203	744	5	40	992	115	321	840	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	799	183	203	744	5	40	992	115	321	840	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	799	183	203	744	5	40	992	115	321	840	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.95	0.85	0.17	0.95	0.85	0.28	0.95	0.85	0.23	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	383	3610	1615	327	3610	1615	535	3610	1615	434	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.22	0.11	0.62	0.21	0.00	0.07	0.27	0.07	0.74	0.23	0.08
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.85	0.53	0.27	1.49	0.50	0.01	0.15	0.55	0.14	1.49	0.47	0.16
Delay/Veh:	57.1	20.1	17.5	283.2	19.6	15.4	12.7	16.2	12.4	268.0	15.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	20.1	17.5	283.2	19.6	15.4	12.7	16.2	12.4	268.0	15.2	12.6
LOS by Move:	E	C	B	F	B	B	B	B	B	F	B	B
HCM2kAvgQ:	6	9	3	16	8	0	1	10	2	24	8	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	1	0 0	0 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1900	0	0	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.2
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 2	0 0	0	0 2	0 0
Volume Module:												
Base Vol:	0	40	0	0	40	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	40	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	40	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	42	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	42	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	42	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.02	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.22	0.00	0.00	0.41	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	2.5	0.0	0.0	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	2.5	0.0	0.0	2.4	0.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 0	0 0	0	0 0	0 0	0	0 2	0 0	0	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	0	Critical Vol./Cap.(X):	0.637				
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1				
Optimal Cycle:	42	Level Of Service:	A				

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	5	5	5	5	5	0	0	0	5	5	0
Lanes:	0 0	1 0	1	0 0	1 0	0	0 0	0 0	0	1 0	0 0	0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	40	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	40	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	40	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	42	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	42	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	42	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****								****		
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Volume/Cap:	0.00	0.73	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Delay/Veh:	0.0	8.4	0.0	0.0	7.3	0.0	0.0	0.0	0.0	17.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	0.0	0.0	7.3	0.0	0.0	0.0	0.0	17.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	9	0	0	8	0	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.877
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	189.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	713	185	386	759	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	713	185	386	759	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	713	185	386	759	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	751	195	406	799	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	751	195	406	799	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	751	195	406	799	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.22	0.92	0.92	0.23	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1469	767	770	1160	253	426	2777	721	443	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.92	0.27	0.27
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.88	1.88	1.88	0.88	0.88	0.88	0.25	0.55	0.55	1.88	0.56	0.56
Delay/Veh:	415.1	415	415.1	26.4	26.4	26.4	8.1	9.3	9.3	424.3	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	415.1	415	415.1	26.4	26.4	26.4	8.1	9.3	9.3	424.3	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	64	64	64	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	0	15	41	0	109	56	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	41	0	109	56	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	41	0	109	56	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	43	0	115	59	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	16	43	0	115	59	1469	20	25	1619	75
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	115	xxxx	xxxxx	16	xxxx	xxxxx	1135	296	57	1033	346	8
Potent Cap.:	1487	xxxx	xxxxx	1615	xxxx	xxxxx	181	619	1014	212	581	1080
Move Cap.:	1487	xxxx	xxxxx	1615	xxxx	xxxxx	0	573	1014	0	538	1080
Volume/Cap:	0.05	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	2.56	0.02	xxxx	3.01	0.07
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	29.5	xxxxx	xxxx	41.3	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	162	xxxxx	xxxxx	257	xxxxx
LOS by Move:	A	*	*	A	*	*	*	F	*	*	F	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580	xxxx	xxxx	562
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	31.0	xxxxx	xxxx	47.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	169.7	xxxxx	xxxx	286.1
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	F
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	29	845	26	313	404	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	404	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	404	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	425	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	425	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	425	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	881	1138	96	950	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0	0 0 1	0	1	0 0 0	1	0	0 0 0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 120 Level Of Service: D

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0	1 0	1	0 0	1 0	1	0 0	1 0	1	0 0	2 0 1
Volume Module:												
Base Vol:	44	246	85	153	209	61	28	1208	43	160	949	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	246	85	153	209	61	28	1208	43	160	949	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	246	85	153	209	61	28	1208	43	160	949	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	259	89	161	220	64	29	1272	45	168	999	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	259	89	161	220	64	29	1272	45	168	999	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	259	89	161	220	64	29	1272	45	168	999	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.96	0.96	0.47	0.97	0.97	0.28	1.00	1.00	0.12	0.95	0.85
Lanes:	1.00	0.74	0.26	1.00	0.77	0.23	1.00	0.97	0.03	1.00	2.00	1.00
Final Sat.:	884	1357	469	884	1421	415	536	1826	65	228	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.18	0.15	0.15	0.06	0.70	0.70	0.74	0.28	0.09
Crit Moves:		****								****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.30	1.11	1.11	1.06	0.90	0.90	0.08	1.04	1.04	1.11	0.41	0.13
Delay/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
LOS by Move:	B	F	F	F	D	D	A	D	D	F	A	A
HCM2kAvgQ:	1	14	14	7	8	8	0	35	35	8	4	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.669
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	45.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	913	246	131	1091	106	208	1183	151	163	906	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	913	246	131	1091	106	208	1183	151	163	906	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	913	246	131	1091	106	208	1183	151	163	906	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	961	259	138	1148	112	219	1245	159	172	954	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.95	0.85	0.17	0.95	0.85	0.21	0.95	0.85	0.11	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	200	3610	1615	325	3610	1615	393	3610	1615	211	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.71	0.27	0.16	0.42	0.32	0.07	0.56	0.34	0.10	0.81	0.26	0.09
Crit Moves:	****									****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.67	0.63	0.38	1.00	0.75	0.16	1.14	0.71	0.20	1.67	0.54	0.19
Delay/Veh:	373.0	21.2	18.2	103.1	24.1	16.2	131.5	19.4	13.2	362.8	16.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	373.0	21.2	18.2	103.1	24.1	16.2	131.5	19.4	13.2	362.8	16.4	13.1
LOS by Move:	F	C	B	F	C	B	F	B	B	F	B	B
HCM2kAvgQ:	13	12	5	8	15	2	13	15	3	15	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	1	0 0	0 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1900	0	0	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 2	0 0	0	0 2	0 0
Volume Module:												
Base Vol:	0	40	0	0	40	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	40	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	40	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	42	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	42	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	42	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.02	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.22	0.00	0.00	0.56	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	3.1	0.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	3.1	0.0	0.0	4.0	0.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	6	0	0	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 0	0 0	0	0 0	0 0	0	0 2	0 0	0	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	0	Critical Vol./Cap.(X):	0.834				
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4				
Optimal Cycle:	77	Level Of Service:	B				

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	5	5	5	5	5	0	0	0	5	5	0
Lanes:	0 0 1	0 1		0 0 1	0 0		0 0 0	0 0		1 0	0 0	0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	40	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	40	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	40	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	42	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	42	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	42	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.78	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Volume/Cap:	0.00	0.84	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.36	0.00	0.00
Delay/Veh:	0.0	10.0	0.0	0.0	11.9	0.0	0.0	0.0	0.0	36.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	0.0	0.0	11.9	0.0	0.0	0.0	0.0	36.4	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	D	A	A
HCM2kAvgQ:	0	22	0	0	25	0	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.436
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	117.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	164	1729	96	177	2223	776	336	704	146	89	314	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1729	96	177	2223	776	336	704	146	89	314	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1729	96	177	2223	776	336	704	146	89	314	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	1820	101	186	2340	817	354	741	154	94	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1820	101	186	2340	817	354	741	154	94	331	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1820	101	186	2340	817	354	741	154	94	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.37	0.93	0.93	0.17	1.00	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	4875	271	1805	3610	1615	707	2912	604	317	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.10	0.65	0.51	0.50	0.25	0.25	0.30	0.17	0.10
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.41	0.41	0.11	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.46
Volume/Cap:	1.44	0.92	0.92	0.92	1.44	1.12	1.44	0.73	0.73	0.85	0.50	0.23
Delay/Veh:	278.9	32.5	32.5	80.9	224	96.2	247.0	27.9	27.9	69.3	23.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	278.9	32.5	32.5	80.9	224	96.2	247.0	27.9	27.9	69.3	23.7	14.8
LOS by Move:	F	C	C	F	F	F	F	C	C	E	C	B
HCM2kAvgQ:	13	23	23	9	81	37	25	13	13	5	7	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.358
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	187.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	67	1479	139	147	2096	82	260	583	62	185	518	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1479	139	147	2096	82	260	583	62	185	518	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1479	139	147	2096	82	260	583	62	185	518	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1557	146	155	2206	86	274	614	65	195	545	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	1.92	0.08	1.00	1.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	4680	440	1805	3453	135	1805	3217	342	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.09	0.64	0.64	0.15	0.19	0.19	0.06	0.29	0.11
Crit Moves:					****				****		****	
Green/Cycle:	0.11	0.41	0.41	0.41	0.41	0.41	0.12	0.12	0.12	0.18	0.18	0.29
Volume/Cap:	0.35	0.81	0.81	0.56	1.57	1.57	1.25	1.57	1.57	0.30	1.57	0.37
Delay/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
LOS by Move:	D	C	C	C	F	F	F	F	F	C	F	C
HCM2kAvgQ:	2	17	17	4	88	88	17	28	28	3	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.497
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	143	293	199	342	21	19	802	61	370	928	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	143	293	199	342	21	19	802	61	370	928	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	143	293	199	342	21	19	802	61	370	928	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	151	308	209	360	22	20	844	64	389	977	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	151	308	209	360	22	20	844	64	389	977	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	151	308	209	360	22	20	844	64	389	977	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.54	0.54	0.54	0.21	0.95	0.85	0.26	0.95	0.85
Lanes:	0.15	0.28	0.57	0.35	0.61	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	220	409	838	362	622	38	405	3610	1615	496	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.58	0.58	0.58	0.05	0.23	0.04	0.79	0.27	0.04
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.95	0.95	0.95	1.50	1.50	1.50	0.09	0.45	0.08	1.50	0.52	0.08
Delay/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
LOS by Move:	D	D	D	F	F	F	B	B	B	F	B	B
HCM2kAvgQ:	20	20	20	42	42	42	0	8	1	28	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[257.5]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	1	0	0 1	0	1	0 2	0	1	0 2	0	1
Volume Module:														
Base Vol:	3	4	15	0	2	0	2	1319	19	26	1316	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	15	0	2	0	2	1319	19	26	1316	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	4	15	0	2	0	2	1319	19	26	1316	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	4	16	0	2	0	2	1388	20	27	1385	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	4	16	0	2	0	2	1388	20	27	1385	13
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2141	2845	694	2141	2853	693	1398	xxxx	xxxxx	1408	xxxx	xxxxx
Potent Cap.:	28	17	390	28	17	391	495	xxxx	xxxxx	491	xxxx	xxxxx
Move Cap.:	24	16	390	21	16	391	495	xxxx	xxxxx	491	xxxx	xxxxx
Volume/Cap:	0.13	0.26	0.04	0.00	0.13	0.00	0.00	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx	12.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	xxxx	16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	283.6	xxxx	xxxxx	xxxxx	xxxx	257.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	100.2			257.5			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	141	130	356	181	409	199	71	880	205	205	964	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	130	356	181	409	199	71	880	205	205	964	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	130	356	181	409	199	71	880	205	205	964	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	137	375	191	431	209	75	926	216	216	1015	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	209	75	926	216	216	1015	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	137	375	191	431	209	75	926	216	216	1015	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.85	0.85	0.36	1.00	0.85	0.23	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	335	1606	1606	678	1900	1615	433	3610	1615	492	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.44	0.09	0.23	0.28	0.23	0.13	0.17	0.26	0.13	0.44	0.28	0.10
Crit Moves:	****									****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.97	0.19	0.51	0.61	0.49	0.28	0.38	0.57	0.30	0.97	0.62	0.21
Delay/Veh:	86.6	14.5	17.7	22.0	17.5	15.4	17.5	18.6	15.8	75.0	19.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	14.5	17.7	22.0	17.5	15.4	17.5	18.6	15.8	75.0	19.5	15.1
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	9	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.152
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	80.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	235	1456	164	129	1916	132	328	1099	138	298	962	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1456	164	129	1916	132	328	1099	138	298	962	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1456	164	129	1916	132	328	1099	138	298	962	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	247	1533	173	136	2017	139	345	1157	145	314	1013	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1533	173	136	2017	139	345	1157	145	314	1013	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1533	173	136	2017	139	345	1157	145	314	1013	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.81	0.19	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4804	331	3502	3153	396	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.37	0.37	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.15	0.91	0.91	0.64	1.15	1.15	0.96	1.15	1.15	1.15	0.96	0.20
Delay/Veh:	150.6	34.7	34.7	47.6	104	103.5	76.1	109	109.4	143.4	49.3	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.6	34.7	34.7	47.6	104	103.5	76.1	109	109.4	143.4	49.3	20.4
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	9	34	34	10	20	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.437
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	178.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	1591	290	74	2314	15	93	583	42	646	156	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1591	290	74	2314	15	93	583	42	646	156	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1591	290	74	2314	15	93	583	42	646	156	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1675	305	78	2436	16	98	614	44	680	164	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	305	78	2436	16	98	614	44	680	164	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1675	305	78	2436	16	98	614	44	680	164	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.19	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.05	0.03
Crit Moves:	****			****				****		****		
Green/Cycle:	0.04	0.46	0.71	0.04	0.46	0.46	0.11	0.11	0.11	0.25	0.37	0.37
Volume/Cap:	0.57	1.02	0.27	1.02	1.48	0.02	0.53	1.48	0.24	1.48	0.12	0.08
Delay/Veh:	66.7	59.9	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	59.9	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.6
LOS by Move:	E	E	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	6	98	0	4	26	2	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.527
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	131.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	346	65	660	26	16	683	154	462	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	346	65	660	26	16	683	154	462	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	346	65	660	26	16	683	154	462	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	364	68	695	27	17	719	162	486	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	364	68	695	27	17	719	162	486	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	364	68	695	27	17	719	162	486	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.56	0.60	0.60	0.60	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.19	0.93	0.88	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	198	998	938	197	1998	79	532	2863	646	543	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.35	0.35	0.35	0.03	0.25	0.25	0.89	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	1.53	1.53	1.53	1.37	1.37	1.37	0.05	0.43	0.43	1.53	0.43	0.43
Delay/Veh:	265.3	265	265.3	195.2	195	195.2	4.5	5.9	5.9	263.1	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	265.3	265	265.3	195.2	195	195.2	4.5	5.9	5.9	263.1	5.9	5.9
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	27	27	27	23	23	23	0	4	4	30	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	9	1	21	34	0	72	122	910	16	11	936	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	72	122	910	16	11	936	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	72	122	910	16	11	936	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	76	128	958	17	12	985	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	22	36	0	76	128	958	17	12	985	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	22	36	0	76	128	958	17	12	985	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.80	1.00	0.85	0.95	0.95	0.95	0.27	0.94	0.94
Lanes:	0.29	0.03	0.68	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	439	49	1025	1520	0	1615	1805	3537	62	513	3382	199
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.00	0.05	0.07	0.27	0.27	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.00	0.10	0.15	0.74	0.74	0.59	0.59	0.59
Volume/Cap:	0.22	0.22	0.22	0.24	0.00	0.47	0.49	0.37	0.37	0.04	0.49	0.49
Delay/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
LOS by Move:	C	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	0	2	3	3	3	0	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.290
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	153	1524	126	164	2098	249	124	957	136	197	932	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1524	126	164	2098	249	124	957	136	197	932	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1524	126	164	2098	249	124	957	136	197	932	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	161	1604	133	173	2208	262	131	1007	143	207	981	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1604	133	173	2208	262	131	1007	143	207	981	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1604	133	173	2208	262	131	1007	143	207	981	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.90	0.90	0.20	0.90	0.90	0.18	0.93	0.93	0.18	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.68	0.32	1.00	1.75	0.25	1.00	1.78	0.22
Final Sat.:	380	4738	392	380	4563	541	346	3101	441	346	3150	399
Capacity Analysis Module:												
Vol/Sat:	0.42	0.34	0.34	0.45	0.48	0.48	0.38	0.32	0.32	0.60	0.31	0.31
Crit Moves:					****					****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.06	0.85	0.85	1.14	1.21	1.21	0.86	0.74	0.74	1.36	0.71	0.71
Delay/Veh:	104.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
LOS by Move:	F	B	B	F	F	F	D	B	B	F	B	B
HCM2kAvgQ:	7	12	12	9	37	37	5	10	10	12	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	427	24	541	505	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	427	24	541	505	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	427	24	541	505	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	449	25	569	532	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	449	25	569	532	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	449	25	569	532	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.15	1.75	0.10	0.91	0.85	0.24	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	226	2603	146	1029	961	272	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.55	0.55	0.55	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.31	0.31	0.31	0.99	0.99	0.99	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	6.0	6.0	6.0	33.2	33.2	33.2	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	33.2	33.2	33.2	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	18	18	18	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	72	333	67	69	154	25	52	148	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	72	333	67	69	154	25	52	148	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	72	333	67	69	154	25	52	148	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	76	351	71	73	162	26	55	156	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	76	351	71	73	162	26	55	156	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	76	351	71	73	162	26	55	156	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.99	0.99	0.95	0.98	0.98	0.65	0.95	0.85	0.64	0.95	0.85
Lanes:	1.00	0.94	0.06	1.00	0.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	863	1759	122	1805	1542	310	1229	3610	1615	1220	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.04	0.23	0.23	0.06	0.04	0.02	0.04	0.04	0.06
Crit Moves:		****		****			****					
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.11	0.47	0.47	0.42	0.41	0.41	0.30	0.22	0.08	0.22	0.22	0.28
Delay/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	17.4
LOS by Move:	A	A	A	C	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	2	4	4	1	1	0	1	1	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	40	202	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	40	202	0	40	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	40	202	0	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	42	213	0	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	801	0	0	684	76	18	42	213	0	42	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	801	0	0	684	76	18	42	213	0	42	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	893	1900	0	0	1688	187	1805	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.42	0.00	0.00	0.41	0.41	0.01	0.02	0.13	0.00	0.02	0.00
Crit Moves:		****							****	****		
Green/Cycle:	0.69	0.69	0.00	0.00	0.69	0.69	0.14	0.21	0.21	0.00	0.07	0.00
Volume/Cap:	0.37	0.61	0.00	0.00	0.59	0.59	0.07	0.10	0.61	0.00	0.31	0.00
Delay/Veh:	8.3	11.1	0.0	0.0	10.7	10.7	44.6	38.0	46.0	0.0	54.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	11.1	0.0	0.0	10.7	10.7	44.6	38.0	46.0	0.0	54.2	0.0
LOS by Move:	A	B	A	A	B	B	D	D	D	A	D	A
HCM2kAvgQ:	4	16	0	0	15	15	1	1	8	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	72	Level Of Service:	B

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	51	218	122	81	279	37	63	808	43	149	730	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	218	122	81	279	37	63	808	43	149	730	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	218	122	81	279	37	63	808	43	149	730	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	229	128	85	294	39	66	851	45	157	768	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	229	128	85	294	39	66	851	45	157	768	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	229	128	85	294	39	66	851	45	157	768	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.95	0.37	0.98	0.98	0.36	0.99	0.99	0.15	0.95	0.85
Lanes:	1.00	0.64	0.36	1.00	0.88	0.12	1.00	0.95	0.05	1.00	2.00	1.00
Final Sat.:	701	1152	645	701	1647	218	675	1790	95	279	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.12	0.18	0.18	0.10	0.48	0.48	0.56	0.21	0.09
Crit Moves:		****								****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.35	0.91	0.91	0.55	0.81	0.81	0.16	0.77	0.77	0.91	0.34	0.14
Delay/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
LOS by Move:	B	D	D	C	C	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	10	2	8	8	1	12	12	5	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	47.7
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	20	20	7	20	20	5	18	18	7	18	18
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	759	174	193	707	5	38	942	109	305	798	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	759	174	193	707	5	38	942	109	305	798	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	759	174	193	707	5	38	942	109	305	798	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	799	183	203	744	5	40	992	115	321	840	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	799	183	203	744	5	40	992	115	321	840	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	799	183	203	744	5	40	992	115	321	840	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3581	25	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.11	0.11	0.21	0.21	0.02	0.27	0.07	0.18	0.23	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.24	0.44	0.12	0.27	0.27	0.08	0.30	0.30	0.20	0.42	0.42
Volume/Cap:	0.77	0.91	0.26	0.91	0.77	0.77	0.29	0.91	0.23	0.91	0.55	0.19
Delay/Veh:	71.2	57.1	21.4	87.9	44.1	44.1	53.6	51.1	31.7	73.3	26.5	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	57.1	21.4	87.9	44.1	44.1	53.6	51.1	31.7	73.3	26.5	21.9
LOS by Move:	E	E	C	F	D	D	D	D	C	E	C	C
HCM2kAvgQ:	7	19	4	11	15	15	2	22	3	15	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	154.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	74	1437	126	126	2096	403	327	895	63	125	870	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1437	126	126	2096	403	327	895	63	125	870	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1437	126	126	2096	403	327	895	63	125	870	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1513	133	133	2206	424	344	942	66	132	916	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.97	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.78	0.22
Final Sat.:	1805	4712	413	1805	4246	816	1836	4797	338	1805	4753	377
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.07	0.52	0.52	0.19	0.20	0.20	0.07	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.41	0.41	0.34	0.34	0.34	0.16	0.16	0.16	0.13	0.16	0.16
Volume/Cap:	0.27	0.79	0.79	0.49	1.52	1.52	1.20	1.25	1.25	0.57	1.20	1.20
Delay/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
LOS by Move:	C	C	C	B	F	F	F	F	F	C	F	F
HCM2kAvgQ:	2	14	14	3	64	64	18	21	21	4	19	19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	241	255	92	309	79	41	426	25	241	556	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	241	255	92	309	79	41	426	25	241	556	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	241	255	92	309	79	41	426	25	241	556	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	254	268	97	325	83	43	448	26	254	585	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	254	268	97	325	83	43	448	26	254	585	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	254	268	97	325	83	43	448	26	254	585	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.86	0.86	0.85	0.39	0.95	0.85	0.48	0.95	0.85
Lanes:	0.04	0.96	1.00	0.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1793	1615	376	1262	1615	743	3610	1615	918	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.17	0.26	0.26	0.05	0.06	0.12	0.02	0.28	0.16	0.07
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.35	0.41	0.64	0.64	0.13	0.13	0.29	0.04	0.64	0.37	0.16
Delay/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	3	6	6	1	1	3	0	4	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: 102 Level Of Service: D

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	25	25	7	25	25
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	29	703	186	82	1048	14	95	631	117	362	804	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	703	186	82	1048	14	95	631	117	362	804	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	703	186	82	1048	14	95	631	117	362	804	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	740	196	86	1103	15	100	664	123	381	846	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	740	196	86	1103	15	100	664	123	381	846	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	740	196	86	1103	15	100	664	123	381	846	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3555	47	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.12	0.05	0.31	0.31	0.06	0.18	0.08	0.21	0.23	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.31	0.56	0.09	0.36	0.36	0.09	0.22	0.22	0.25	0.37	0.37
Volume/Cap:	0.41	0.65	0.22	0.53	0.86	0.86	0.63	0.86	0.35	0.86	0.63	0.51
Delay/Veh:	59.6	36.8	13.2	55.7	41.0	41.0	60.5	54.5	40.6	58.0	31.7	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	36.8	13.2	55.7	41.0	41.0	60.5	54.5	40.6	58.0	31.7	29.9
LOS by Move:	E	D	B	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	2	13	4	4	22	22	5	15	4	16	14	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1340	95	247	1751	117	76	817	31	94	1432	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1411	100	260	1843	123	80	860	33	99	1507	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.13	0.90	0.90	0.33	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	255	4795	340	255	4818	322	623	3610	1615	623	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	1.02	0.38	0.38	0.13	0.24	0.02	0.16	0.42	0.09
Crit Moves:				****							****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.31	0.49	0.49	1.71	0.64	0.64	0.53	0.98	0.08	0.65	1.71	0.39
Delay/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
LOS by Move:	A	A	A	F	A	A	B	D	B	C	F	B
HCM2kAvgQ:	1	5	5	19	8	8	2	13	0	3	55	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	38	166	125	86	355	161	138	1139	69	119	1204	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	166	125	86	355	161	138	1139	69	119	1204	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	166	125	86	355	161	138	1139	69	119	1204	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	175	132	91	374	169	145	1199	73	125	1267	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.15	0.90	0.90	0.16	0.90	0.90
Lanes:	0.12	0.50	0.38	0.14	0.59	0.27	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	181	791	595	227	936	425	276	4847	294	296	4950	206
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.40	0.40	0.53	0.25	0.25	0.42	0.26	0.26
Crit Moves:					****		****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.56	0.56	0.56	1.01	1.01	1.01	1.01	0.47	0.47	0.81	0.49	0.49
Delay/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
LOS by Move:	C	C	C	E	E	E	F	B	B	D	B	B
HCM2kAvgQ:	9	9	9	27	27	27	8	9	9	5	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 57.1
Optimal Cycle: 120 Level Of Service: E

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	24	24	7	24	24
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	769	104	81	1382	104	160	1121	55	175	1198	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	809	109	85	1455	109	168	1180	58	184	1261	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.86	0.14	1.00	2.71	0.29
Final Sat.:	1805	3610	1615	1805	3324	250	1805	4910	241	1805	4628	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.07	0.05	0.44	0.44	0.09	0.24	0.24	0.10	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.39	0.50	0.10	0.44	0.44	0.09	0.26	0.26	0.11	0.28	0.28
Volume/Cap:	0.99	0.57	0.13	0.46	0.99	0.99	0.99	0.93	0.93	0.93	0.99	0.99
Delay/Veh:	143.7	28.9	15.9	52.5	53.3	53.3	120.1	54.5	54.5	96.4	64.8	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.7	28.9	15.9	52.5	53.3	53.3	120.1	54.5	54.5	96.4	64.8	64.8
LOS by Move:	F	C	B	D	D	D	F	D	D	F	E	E
HCM2kAvgQ:	7	12	2	3	37	37	10	20	20	10	25	25

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 101 Level Of Service: C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1002	47	84	1572	183	386	659	24	131	1041	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1055	49	88	1655	193	406	694	25	138	1096	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.87	0.13	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.87	0.13
Final Sat.:	3502	4920	231	3502	4572	532	3502	4980	181	3502	4924	227
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.36	0.36	0.00	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.41	0.41	0.17	0.28	0.28	0.10	0.25	0.25
Volume/Cap:	0.22	0.58	0.58	0.29	0.89	0.89	0.68	0.50	0.50	0.39	0.89	0.89
Delay/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	1	10	10	2	23	23	7	7	7	2	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 52.9
Optimal Cycle: 120 Level Of Service: D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	51	180	63	66	440	57	58	1321	58	207	1322	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	180	63	66	440	57	58	1321	58	207	1322	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	180	63	66	440	57	58	1321	58	207	1322	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	189	66	69	463	60	61	1391	61	218	1392	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	189	66	69	463	60	61	1391	61	218	1392	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	189	66	69	463	60	61	1391	61	218	1392	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.86	0.86	0.86	0.14	0.95	0.85	0.14	0.95	0.85
Lanes:	0.22	0.78	1.00	0.12	0.78	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	274	967	1615	192	1283	166	258	3610	1615	258	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.36	0.36	0.36	0.24	0.39	0.04	0.84	0.39	0.05
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.78	0.78	0.16	1.43	1.43	1.43	0.40	0.65	0.06	1.43	0.66	0.09
Delay/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.7	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.7	4.5
LOS by Move:	C	C	B	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	1	34	34	34	1	9	0	14	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 86.5
Optimal Cycle: 120 Level Of Service: F

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	15	15	7	15	15
Lanes:	1 0	2	0 1	1	0	1 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	132	805	103	143	1375	92	134	1099	223	176	1349	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	805	103	143	1375	92	134	1099	223	176	1349	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	805	103	143	1375	92	134	1099	223	176	1349	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	847	108	151	1447	97	141	1157	235	185	1420	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	847	108	151	1447	97	141	1157	235	185	1420	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	847	108	151	1447	97	141	1157	235	185	1420	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3353	224	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.07	0.08	0.43	0.43	0.08	0.32	0.15	0.10	0.39	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.33	0.43	0.12	0.38	0.38	0.07	0.32	0.32	0.10	0.35	0.35
Volume/Cap:	1.13	0.71	0.16	0.71	1.13	1.13	1.13	1.01	0.46	1.01	1.13	0.34
Delay/Veh:	176.6	37.0	20.8	61.4	106	105.8	175.9	71.4	33.5	124.4	109	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.6	37.0	20.8	61.4	106	105.8	175.9	71.4	33.5	124.4	109	29.2
LOS by Move:	F	D	C	E	F	F	F	E	C	F	F	C
HCM2kAvgQ:	10	15	2	7	45	45	10	30	7	11	41	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.223
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	152.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	921	177	117	1570	192	162	1162	117	201	1595	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	969	186	123	1653	202	171	1223	123	212	1679	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.55	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4246	816	1805	4548	556	1045	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.36	0.36	0.16	0.34	0.08	0.12	0.47	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.66	0.76	0.76	0.47	1.41	1.41	0.77	1.29	0.29	0.88	1.41	0.16
Delay/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
LOS by Move:	D	C	C	C	F	F	D	F	C	E	F	B
HCM2kAvgQ:	5	11	11	3	42	42	6	35	2	8	54	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	120	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	46.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	19	19	7	19	19	5	15	15	7	15	15
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	40	906	25	63	1649	31	42	100	29	113	263	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	906	25	63	1649	31	42	100	29	113	263	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	906	25	63	1649	31	42	100	29	113	263	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	954	26	66	1736	33	44	105	31	119	277	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	954	26	66	1736	33	44	105	31	119	277	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	954	26	66	1736	33	44	105	31	119	277	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.97	0.97	0.99	0.99	0.85
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	1805	3610	1615	1805	3533	66	1805	1423	413	562	1309	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.02	0.04	0.49	0.49	0.02	0.07	0.07	0.21	0.21	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.65	0.10	0.49	0.49	0.06	0.13	0.13	0.21	0.28	0.28
Volume/Cap:	0.56	0.61	0.03	0.38	1.00	1.00	0.44	0.59	0.59	1.00	0.75	0.29
Delay/Veh:	65.6	26.7	7.7	52.3	53.1	53.1	58.0	53.7	53.7	93.7	45.5	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	26.7	7.7	52.3	53.1	53.1	58.0	53.7	53.7	93.7	45.5	34.2
LOS by Move:	E	C	A	D	D	D	E	D	D	F	D	C
HCM2kAvgQ:	2	14	0	3	42	42	2	6	6	20	15	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.355
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	59.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	166	130	66	630	45	57	1169	107	382	1520	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	166	130	66	630	45	57	1169	107	382	1520	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	166	130	66	630	45	57	1169	107	382	1520	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	175	137	69	663	47	60	1231	113	402	1600	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.89	0.89	0.38	0.94	0.94	0.12	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	1.12	0.88	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	519	1891	1481	730	3336	238	236	3610	1615	384	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.10	0.20	0.20	0.25	0.34	0.07	1.05	0.44	0.02
Crit Moves:					****					****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	1.13	0.63	0.63	0.65	1.35	1.35	0.33	0.44	0.09	1.35	0.57	0.03
Delay/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
LOS by Move:	F	D	D	D	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	6	3	26	26	1	7	1	27	11	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	120	Critical Vol./Cap.(X):	1.179
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	103.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	17	17	7	17	17
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	870	122	140	1384	156	82	1237	51	188	1655	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	916	128	147	1457	164	86	1302	54	198	1742	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3196	360	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.08	0.08	0.46	0.46	0.05	0.36	0.03	0.11	0.48	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.32	0.42	0.10	0.38	0.38	0.04	0.34	0.34	0.10	0.40	0.40
Volume/Cap:	0.85	0.79	0.19	0.79	1.20	1.20	1.15	1.06	0.10	1.06	1.20	0.24
Delay/Veh:	114.4	41.1	21.8	73.2	134	133.7	206.8	82.1	27.0	135.8	132	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.4	41.1	21.8	73.2	134	133.7	206.8	82.1	27.0	135.8	132	23.9
LOS by Move:	F	D	C	E	F	F	F	F	C	F	F	C
HCM2kAvgQ:	4	18	3	7	51	51	7	35	1	12	54	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 120 Level Of Service: F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.89	0.89	0.13	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.58	0.42	1.00	2.65	0.35	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	154	4365	713	243	4509	590	1805	4837	303	1805	4712	413
Capacity Analysis Module:												
Vol/Sat:	0.62	0.27	0.27	0.63	0.36	0.36	0.08	0.28	0.28	0.13	0.42	0.42
Crit Moves:				****			****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.26	0.26	0.12	0.33	0.33
Volume/Cap:	1.27	0.55	0.55	1.28	0.73	0.73	1.28	1.08	1.08	1.08	1.28	1.28
Delay/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
LOS by Move:	F	B	B	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	8	11	11	11	17	17	10	26	26	13	47	47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 119 Level Of Service: C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	207	153	105	816	123	99	1052	110	208	890	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	207	153	105	816	123	99	1052	110	208	890	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	207	153	105	816	123	99	1052	110	208	890	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	218	161	111	859	129	104	1107	116	219	937	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	218	161	111	859	129	104	1107	116	219	937	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	218	161	111	859	129	104	1107	116	219	937	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.85	0.61	0.93	0.93	0.26	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	555	3610	1615	1155	3074	463	496	3610	1615	380	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.10	0.10	0.28	0.28	0.21	0.31	0.07	0.58	0.26	0.07
Crit Moves:					****					****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.46	0.22	0.36	0.35	1.02	1.02	0.37	0.54	0.13	1.02	0.46	0.12
Delay/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
LOS by Move:	B	B	B	B	D	D	A	A	A	E	A	A
HCM2kAvgQ:	2	2	2	2	16	16	1	6	1	9	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 47.6
Optimal Cycle: 120 Level Of Service: D

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	12	12	7	12	12	5	19	19	7	19	19
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	46	872	68	95	1172	74	66	934	88	241	1054	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	872	68	95	1172	74	66	934	88	241	1054	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	872	68	95	1172	74	66	934	88	241	1054	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	918	72	100	1234	78	69	983	93	254	1109	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3256	307	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.04	0.06	0.34	0.05	0.04	0.30	0.30	0.14	0.31	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.33	0.47	0.07	0.36	0.36	0.06	0.32	0.32	0.15	0.41	0.41
Volume/Cap:	0.64	0.78	0.09	0.74	0.95	0.13	0.69	0.95	0.95	0.95	0.75	0.26
Delay/Veh:	74.2	39.9	17.4	73.8	52.2	26.0	74.5	56.3	56.3	92.3	32.3	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	39.9	17.4	73.8	52.2	26.0	74.5	56.3	56.3	92.3	32.3	23.6
LOS by Move:	E	D	B	E	D	C	E	E	E	F	C	C
HCM2kAvgQ:	3	18	1	5	28	2	4	25	25	13	19	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: 120 Level Of Service: F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.90	0.90	0.13	0.89	0.89	0.95	0.95	0.85	0.70	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	184	4549	555	241	4508	591	1805	3610	1615	1328	3131	414
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.26	0.68	0.41	0.41	0.06	0.34	0.04	0.21	0.41	0.41
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.72	0.57	0.57	1.49	0.90	0.90	0.42	1.20	0.15	0.88	1.49	1.49
Delay/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
LOS by Move:	D	B	B	F	C	C	D	F	C	D	F	F
HCM2kAvgQ:	3	10	10	13	24	24	3	34	1	11	53	53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	40	236	71	175	880	92	32	1375	124	268	955	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	236	71	175	880	92	32	1375	124	268	955	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	236	71	175	880	92	32	1375	124	268	955	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	248	75	184	926	97	34	1447	131	282	1005	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.05	0.00	0.26	0.06	0.02	0.28	0.08	0.16	0.19	0.06
Crit Moves:	****			****				****		****		
Green/Cycle:	0.08	0.19	0.19	0.16	0.31	0.31	0.18	0.33	0.33	0.34	0.34	0.51
Volume/Cap:	0.29	0.36	0.24	0.62	0.83	0.19	0.10	0.83	0.24	0.68	0.56	0.13
Delay/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
LOS by Move:	D	D	C	D	D	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	2	6	16	2	1	17	3	9	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.334
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	84.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	124	925	135	231	1343	94	94	811	229	301	1213	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	925	135	231	1343	94	94	811	229	301	1213	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	925	135	231	1343	94	94	811	229	301	1213	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	974	142	243	1414	99	99	854	241	317	1277	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.89	0.89	0.95	0.90	0.90	0.88	0.88	0.88	0.44	0.91	0.85
Lanes:	1.00	2.62	0.38	1.00	2.80	0.20	1.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	203	4440	648	1805	4799	336	1669	3911	1104	836	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.64	0.22	0.22	0.13	0.29	0.29	0.06	0.22	0.22	0.38	0.25	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.47	0.47	0.47	0.10	0.57	0.57	0.22	0.16	0.16	0.34	0.24	0.34
Volume/Cap:	1.36	0.47	0.47	1.34	0.51	0.51	0.62	1.34	1.34	1.05	1.02	0.35
Delay/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
LOS by Move:	F	C	C	F	B	B	D	F	F	F	E	C
HCM2kAvgQ:	11	10	10	19	12	12	4	29	29	18	24	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 45 Level Of Service: B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	139	0	360	0	0	0	0	1419	48	79	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	360	0	0	0	0	1419	48	79	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	360	0	0	0	0	1419	48	79	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	379	0	0	0	0	1494	51	83	1246	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.11	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4992	169	215	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.23	0.00	0.00	0.00	0.00	0.30	0.30	0.39	0.24	0.00
Crit Moves:			****							****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.28	0.00	0.67	0.00	0.00	0.00	0.00	0.51	0.51	0.67	0.41	0.00
Delay/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
LOS by Move:	C	A	D	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	4	0	13	0	0	0	0	12	12	3	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 120 Level Of Service: E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.54	0.46	1.00	2.68	0.32	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1805	4292	775	1805	4562	542	3502	4917	234	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.41	0.41	0.00	0.26	0.26	0.00	0.33	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.35	0.35	0.09	0.40	0.40	0.05	0.25	0.25	0.21	0.38	0.38
Volume/Cap:	0.61	0.77	0.77	0.77	1.05	1.05	0.55	1.05	1.05	0.88	0.88	0.18
Delay/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
LOS by Move:	E	D	D	E	E	E	E	F	F	E	D	C
HCM2kAvgQ:	4	18	18	7	38	38	3	26	26	15	25	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	346	83	130	843	128	154	625	78	53	234	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	346	83	130	843	128	154	625	78	53	234	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	346	83	130	843	128	154	625	78	53	234	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	364	87	137	887	135	162	658	82	56	246	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	87	137	887	135	162	658	82	56	246	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	87	137	887	135	162	658	82	56	246	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.48	0.93	0.93	0.52	0.93	0.93	0.26	0.90	0.90
Lanes:	1.00	1.61	0.39	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.33	0.67
Final Sat.:	380	2827	678	910	3071	466	980	3155	394	485	2286	1143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.15	0.29	0.29	0.17	0.21	0.21	0.12	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.12	0.26	0.26	0.30	0.57	0.57	0.46	0.57	0.57	0.32	0.30	0.30
Delay/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	3	3	2	8	8	3	7	7	1	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	149	1238	82	69	1404	184	131	339	179	58	169	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1238	82	69	1404	184	131	339	179	58	169	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1238	82	69	1404	184	131	339	179	58	169	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1303	86	73	1478	194	138	357	188	61	178	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.17	0.89	0.89	0.47	0.90	0.90	0.17	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.65	0.35	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	222	4821	319	314	4508	591	893	2240	1183	327	2242	1181
Capacity Analysis Module:												
Vol/Sat:	0.71	0.27	0.27	0.23	0.33	0.33	0.15	0.16	0.16	0.19	0.08	0.08
Crit Moves:	****									****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.96	0.37	0.37	0.31	0.44	0.44	0.79	0.82	0.82	0.96	0.41	0.41
Delay/Veh:	71.1	5.7	5.7	6.1	6.2	6.2	67.1	53.9	53.9	144.5	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	5.7	5.7	6.1	6.2	6.2	67.1	53.9	53.9	144.5	42.6	42.6
LOS by Move:	E	A	A	A	A	A	E	D	D	F	D	D
HCM2kAvgQ:	9	7	7	1	9	9	7	12	12	5	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	27	232	74	112	929	99	100	740	213	211	460	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	232	74	112	929	99	100	740	213	211	460	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	232	74	112	929	99	100	740	213	211	460	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	244	78	118	978	104	105	779	224	222	484	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	244	78	118	978	104	105	779	224	222	484	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	244	78	118	978	104	105	779	224	222	484	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.55	0.94	0.94	0.46	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	2638	842	1051	3217	343	866	3610	1615	555	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.11	0.30	0.30	0.12	0.22	0.14	0.40	0.13	0.08
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.25	0.25	0.30	0.81	0.81	0.25	0.44	0.28	0.81	0.27	0.15
Delay/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
LOS by Move:	B	B	B	B	C	C	A	B	A	C	A	A
HCM2kAvgQ:	1	2	2	2	12	12	1	5	3	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 120 Level Of Service: C

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	151	1276	81	130	1240	241	99	453	133	104	489	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1276	81	130	1240	241	99	453	133	104	489	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1276	81	130	1240	241	99	453	133	104	489	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1343	85	137	1305	254	104	477	140	109	515	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.90	0.90	0.14	0.89	0.89	0.29	0.92	0.92	0.27	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.51	0.49	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	215	4833	307	260	4239	824	544	2696	791	519	3043	492
Capacity Analysis Module:												
Vol/Sat:	0.74	0.28	0.28	0.53	0.31	0.31	0.19	0.18	0.18	0.21	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	1.02	0.38	0.38	0.73	0.42	0.42	0.93	0.85	0.85	1.02	0.82	0.82
Delay/Veh:	92.9	6.3	6.3	22.7	6.6	6.6	108.2	55.5	55.5	138.9	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.9	6.3	6.3	22.7	6.6	6.6	108.2	55.5	55.5	138.9	52.5	52.5
LOS by Move:	F	A	A	C	A	A	F	E	E	F	D	D
HCM2kAvgQ:	10	7	7	5	8	8	7	14	14	7	13	13

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1371	97	109	2342	167	110	453	165	130	489	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538
Capacity Analysis Module:												
Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.2
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Street Name:	Canoga Ave									Bus Lane		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 120 Level Of Service: A

Street Name:	Canoga Ave									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	1162	55	0	1628	0	0	0	0	55	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1162	55	0	1628	0	0	0	0	55	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1162	55	0	1628	0	0	0	0	55	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1223	58	0	1714	0	0	0	0	58	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1223	58	0	1714	0	0	0	0	58	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1223	58	0	1714	0	0	0	0	58	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.95	0.05	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1803	85	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.68	0.00	0.90	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.97	0.97	0.00	0.97	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.00	0.00
Delay/Veh:	0.0	1.4	1.4	0.0	10.0	0.0	0.0	0.0	0.0	138.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	1.4	0.0	10.0	0.0	0.0	0.0	0.0	138.9	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	F	A	A
HCM2kAvgQ:	0	6	6	0	26	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.352
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	151.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	38	2865	44	125	1983	273	480	361	58	113	213	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2865	44	125	1983	273	480	361	58	113	213	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2865	44	125	1983	273	480	361	58	113	213	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3016	46	132	2087	287	505	380	61	119	224	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.52	0.93	0.93	0.45	1.00	0.85
Lanes:	1.00	2.95	0.05	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1805	5098	78	1805	3610	1615	996	3045	489	849	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.07	0.58	0.18	0.51	0.12	0.12	0.14	0.12	0.28
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.44	0.44	0.06	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.43
Volume/Cap:	0.40	1.35	1.35	1.31	1.32	0.41	1.35	0.33	0.33	0.37	0.32	0.66
Delay/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
LOS by Move:	D	F	F	F	F	B	F	C	C	C	C	C
HCM2kAvgQ:	2	68	68	10	65	6	32	5	5	3	4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.310
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	136.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	58	2754	384	211	1605	109	170	403	34	399	341	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	2754	384	211	1605	109	170	403	34	399	341	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	2754	384	211	1605	109	170	403	34	399	341	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	2899	404	222	1689	115	179	424	36	420	359	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2899	404	222	1689	115	179	424	36	420	359	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2899	404	222	1689	115	179	424	36	420	359	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.34	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.84	0.16	2.00	1.00	1.00
Final Sat.:	1805	4470	623	647	3347	227	1805	3289	277	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.65	0.65	0.34	0.50	0.50	0.10	0.13	0.13	0.12	0.19	0.26
Crit Moves:		****		****					****		****	
Green/Cycle:	0.11	0.48	0.48	0.46	0.46	0.46	0.11	0.11	0.11	0.14	0.14	0.23
Volume/Cap:	0.30	1.35	1.35	0.89	1.10	1.10	0.89	1.16	1.16	0.86	1.35	1.13
Delay/Veh:	37.7	184	184.0	45.4	78.1	78.1	75.0	137	136.8	51.8	219	123.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	184	184.0	45.4	78.1	78.1	75.0	137	136.8	51.8	219	123.0
LOS by Move:	D	F	F	D	E	E	E	F	F	D	F	F
HCM2kAvgQ:	2	73	73	9	41	41	8	14	14	9	24	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.414		
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.5		
Optimal Cycle:	120	Level Of Service:	F		

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	658	334	113	115	34	20	919	43	164	1222	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	658	334	113	115	34	20	919	43	164	1222	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	658	334	113	115	34	20	919	43	164	1222	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	693	352	119	121	36	21	967	45	173	1286	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	693	352	119	121	36	21	967	45	173	1286	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	693	352	119	121	36	21	967	45	173	1286	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.40	0.40	0.40	0.11	0.95	0.85	0.16	0.95	0.85
Lanes:	0.12	0.59	0.29	0.43	0.44	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	207	966	490	328	333	99	207	3610	1615	302	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.36	0.36	0.36	0.10	0.27	0.03	0.57	0.36	0.11
Crit Moves:		****								****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.41	1.41	1.41	0.72	0.72	0.72	0.25	0.66	0.07	1.41	0.88	0.27
Delay/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
LOS by Move:	F	F	F	C	C	C	B	C	B	F	C	B
HCM2kAvgQ:	77	77	77	8	8	8	1	12	1	13	21	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: F[168.2]

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	1	0	0 1	0	1	0 2	0	1	0 2	0	1
Volume Module:														
Base Vol:	28	3	117	14	3	75	80	1090	35	32	1240	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	3	117	14	3	75	80	1090	35	32	1240	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	3	117	14	3	75	80	1090	35	32	1240	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	3	123	15	3	79	84	1147	37	34	1305	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	3	123	15	3	79	84	1147	37	34	1305	22
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2037	2711	574	2116	2725	653	1327	xxxx	xxxxx	1184	xxxx	xxxxx
Potent Cap.:	34	21	467	30	21	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Move Cap.:	20	17	467	16	17	415	527	xxxx	xxxxx	597	xxxx	xxxxx
Volume/Cap:	1.49	0.19	0.26	0.94	0.19	0.19	0.16	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.0	2.3	xxxx	xxxxx	0.6	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.4	530.1	xxxx	xxxxx	13.1	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	*	*	C	F	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	xxxx	216	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	4.4	xxxx	xxxxx	xxxxx	xxxx	1.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	744.6	xxxx	xxxxx	xxxxx	xxxx	31.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	D	*	*	*	*	*	*
ApproachDel:	168.2			107.5			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	160	415	315	175	129	166	149	972	126	91	1033	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	415	315	175	129	166	149	972	126	91	1033	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	415	315	175	129	166	149	972	126	91	1033	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	437	332	184	136	175	157	1023	133	96	1087	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	437	332	184	136	175	157	1023	133	96	1087	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	437	332	184	136	175	157	1023	133	96	1087	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.89	0.89	0.26	1.00	0.85	0.17	0.95	0.85	0.19	0.95	0.85
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1232	1919	1456	495	1900	1615	318	3610	1615	359	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.37	0.07	0.11	0.49	0.28	0.08	0.27	0.30	0.08
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.35	0.58	0.58	0.95	0.18	0.28	0.95	0.55	0.16	0.51	0.58	0.16
Delay/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
LOS by Move:	B	C	C	E	B	B	E	B	B	B	B	B
HCM2kAvgQ:	3	9	9	9	2	3	8	10	2	3	11	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.154
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	91.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	152	2285	198	233	1449	229	341	993	107	143	935	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	2285	198	233	1449	229	341	993	107	143	935	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	2285	198	233	1449	229	341	993	107	143	935	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	2405	208	245	1525	241	359	1045	113	151	984	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2405	208	245	1525	241	359	1045	113	151	984	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	2405	208	245	1525	241	359	1045	113	151	984	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.76	0.24	2.00	2.59	0.41	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	3502	4716	409	3502	4390	694	3502	3210	346	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.07	0.35	0.35	0.10	0.33	0.33	0.04	0.27	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.43	0.43	0.06	0.42	0.42	0.09	0.28	0.28	0.06	0.24	0.30
Volume/Cap:	0.68	1.18	1.18	1.18	0.82	0.82	1.13	1.18	1.18	0.77	1.13	0.39
Delay/Veh:	48.5	112	112.2	162.3	25.6	25.6	132.3	125	124.8	59.3	108	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	112	112.2	162.3	25.6	25.6	132.3	125	124.8	59.3	108	25.5
LOS by Move:	D	F	F	F	C	C	F	F	F	E	F	C
HCM2kAvgQ:	4	47	47	9	18	18	11	32	32	4	26	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.433
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	160.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	2659	320	180	1981	33	95	379	51	430	353	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2659	320	180	1981	33	95	379	51	430	353	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	2659	320	180	1981	33	95	379	51	430	353	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	2799	337	189	2085	35	100	399	54	453	372	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2799	337	189	2085	35	100	399	54	453	372	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2799	337	189	2085	35	100	399	54	453	372	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	0.21	0.10	0.58	0.02	0.06	0.11	0.03	0.25	0.10	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.52	0.69	0.07	0.53	0.53	0.11	0.11	0.11	0.17	0.28	0.28
Volume/Cap:	1.08	1.49	0.30	1.49	1.08	0.04	0.57	1.02	0.31	1.49	0.37	0.44
Delay/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
LOS by Move:	F	F	A	F	E	B	E	F	D	F	D	D
HCM2kAvgQ:	8	113	5	16	55	1	4	12	2	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.999
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	217.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	520	225	339	74	49	714	185	426	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	520	225	339	74	49	714	185	426	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	520	225	339	74	49	714	185	426	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	547	237	357	78	52	752	195	448	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	547	237	357	78	52	752	195	448	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	547	237	357	78	52	752	195	448	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.58	0.58	0.58	0.23	0.92	0.92	0.24	0.93	0.93
Lanes:	0.18	1.16	0.66	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	217	1425	806	773	1165	254	433	2778	720	448	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.31	0.31	0.31	0.12	0.27	0.27	1.00	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	2.00	2.00	2.00	0.90	0.90	0.90	0.24	0.54	0.54	2.00	0.55	0.55
Delay/Veh:	470.3	470	470.3	29.8	29.8	29.8	7.7	8.9	8.9	477.5	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	470.3	470	470.3	29.8	29.8	29.8	7.7	8.9	8.9	477.5	9.0	9.0
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	69	69	69	9	9	9	1	6	6	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	42	0	151	96	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	42	0	151	96	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	42	0	151	96	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	16	44	0	159	101	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.00	0.55	0.80	1.00	0.85	0.95	0.95	0.95	0.13	0.94	0.94
Lanes:	0.81	0.00	0.19	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	853	0	197	1522	0	1615	1805	3554	48	249	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.10	0.06	0.41	0.41	0.10	0.47	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.00	0.13	0.13	0.00	0.13	0.10	0.71	0.71	0.61	0.61	0.61
Volume/Cap:	0.63	0.00	0.63	0.23	0.00	0.77	0.56	0.58	0.58	0.17	0.77	0.77
Delay/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
LOS by Move:	C	A	C	C	A	D	C	A	A	A	A	A
HCM2kAvgQ:	2	0	2	1	0	5	2	7	7	0	12	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.366
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	67.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2349	243	101	1591	114	207	1134	121	124	750	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	2473	256	106	1675	120	218	1194	127	131	789	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.18	0.90	0.90	0.21	0.94	0.94	0.20	0.93	0.93
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	350	4635	479	350	4792	343	393	3216	343	374	3057	481
Capacity Analysis Module:												
Vol/Sat:	0.59	0.53	0.53	0.30	0.35	0.35	0.55	0.37	0.37	0.35	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.37	1.23	1.23	0.70	0.80	0.80	1.37	0.91	0.91	0.86	0.64	0.64
Delay/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
LOS by Move:	F	F	F	C	B	B	F	C	C	D	B	B
HCM2kAvgQ:	13	42	42	3	11	11	13	15	15	5	7	7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	29	885	26	313	444	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	885	26	313	444	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	885	26	313	444	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	932	27	329	467	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	932	27	329	467	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	932	27	329	467	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.55	0.55	0.55	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.79	1.12	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	101	3094	91	829	1176	90	941	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.40	0.40	0.40	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.78	0.78	0.78	1.03	1.03	1.03	0.29	0.21	0.21	0.02	0.39	1.03
Delay/Veh:	16.8	16.8	16.8	55.5	55.5	55.5	8.9	8.3	8.3	7.5	9.3	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	55.5	55.5	55.5	8.9	8.3	8.3	7.5	9.3	55.2
LOS by Move:	B	B	B	E	E	E	A	A	A	A	A	E
HCM2kAvgQ:	9	9	9	14	14	14	1	2	2	0	4	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.8
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	24	743	40	140	301	17	28	173	40	11	239	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	140	301	17	28	173	40	11	239	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	140	301	17	28	173	40	11	239	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	147	317	18	29	182	42	12	252	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	147	317	18	29	182	42	12	252	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	147	317	18	29	182	42	12	252	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.99	0.99	0.95	0.99	0.99	0.59	0.95	0.85	0.63	0.95	0.85
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1007	1789	96	1805	1784	101	1119	3610	1615	1197	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.08	0.18	0.18	0.03	0.05	0.03	0.01	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.05	0.95	0.95	0.82	0.32	0.32	0.13	0.25	0.13	0.05	0.35	0.34
Delay/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.8
LOS by Move:	A	C	C	D	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	19	19	5	3	3	0	1	1	0	2	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	40	186	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	40	186	0	40	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	40	186	0	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	42	196	0	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1154	0	0	1140	153	93	42	196	0	42	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1154	0	0	1140	153	93	42	196	0	42	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.88	0.12	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	667	1900	0	0	1649	221	1805	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.61	0.00	0.00	0.69	0.69	0.05	0.02	0.12	0.00	0.02	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.09	0.13	0.13	0.00	0.04	0.00
Volume/Cap:	0.43	0.79	0.00	0.00	0.90	0.90	0.57	0.17	0.90	0.00	0.50	0.00
Delay/Veh:	5.5	11.5	0.0	0.0	19.0	19.0	57.4	46.3	87.0	0.0	60.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	11.5	0.0	0.0	19.0	19.0	57.4	46.3	87.0	0.0	60.5	0.0
LOS by Move:	A	B	A	A	B	B	E	D	F	A	E	A
HCM2kAvgQ:	3	26	0	0	39	39	4	1	10	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.107
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	44	246	85	153	209	61	28	1208	43	160	949	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	246	85	153	209	61	28	1208	43	160	949	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	246	85	153	209	61	28	1208	43	160	949	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	259	89	161	220	64	29	1272	45	168	999	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	259	89	161	220	64	29	1272	45	168	999	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	259	89	161	220	64	29	1272	45	168	999	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.96	0.96	0.47	0.97	0.97	0.28	1.00	1.00	0.12	0.95	0.85
Lanes:	1.00	0.74	0.26	1.00	0.77	0.23	1.00	0.97	0.03	1.00	2.00	1.00
Final Sat.:	884	1357	469	884	1421	415	536	1826	65	228	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.18	0.15	0.15	0.06	0.70	0.70	0.74	0.28	0.09
Crit Moves:		****								****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.30	1.11	1.11	1.06	0.90	0.90	0.08	1.04	1.04	1.11	0.41	0.13
Delay/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
LOS by Move:	B	F	F	F	D	D	A	D	D	F	A	A
HCM2kAvgQ:	1	14	14	7	8	8	0	35	35	8	4	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	59.1
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	20	20	7	20	20	5	18	18	7	18	18
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	913	246	131	1091	106	208	1183	151	163	906	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	913	246	131	1091	106	208	1183	151	163	906	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	913	246	131	1091	106	208	1183	151	163	906	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	961	259	138	1148	112	219	1245	159	172	954	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3248	316	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.16	0.08	0.35	0.35	0.12	0.34	0.10	0.10	0.26	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.33	0.43	0.10	0.35	0.35	0.14	0.34	0.34	0.09	0.30	0.30
Volume/Cap:	1.01	0.80	0.37	0.80	1.01	1.01	0.88	1.01	0.29	1.01	0.88	0.31
Delay/Veh:	132.9	40.2	23.7	75.5	65.8	65.8	79.2	66.4	29.0	124.8	48.6	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.9	40.2	23.7	75.5	65.8	65.8	79.2	66.4	29.0	124.8	48.6	32.8
LOS by Move:	F	D	C	E	E	E	E	E	C	F	D	C
HCM2kAvgQ:	9	19	6	7	31	31	11	31	4	10	21	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	146.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2174	94	114	1459	384	326	1006	178	186	746	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2288	99	120	1536	404	343	1059	187	196	785	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.88	0.88	0.96	0.89	0.89	0.95	0.88	0.88
Lanes:	1.00	2.88	0.12	1.00	2.37	0.63	1.00	2.55	0.45	1.00	2.32	0.68
Final Sat.:	1805	4942	214	1805	3979	1047	1817	4310	763	1805	3870	1141
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.07	0.39	0.39	0.19	0.25	0.25	0.11	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.38	0.38	0.29	0.29	0.29	0.18	0.18	0.18	0.16	0.18	0.18
Volume/Cap:	0.39	1.22	1.22	0.54	1.35	1.35	1.04	1.35	1.35	0.68	1.15	1.15
Delay/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
LOS by Move:	C	F	F	C	F	F	F	F	F	D	F	F
HCM2kAvgQ:	3	43	43	3	41	41	15	28	28	6	18	18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	16	270	203	79	231	25	34	504	14	168	496	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	270	203	79	231	25	34	504	14	168	496	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	270	203	79	231	25	34	504	14	168	496	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	284	214	83	243	26	36	531	15	177	522	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	284	214	83	243	26	36	531	15	177	522	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	284	214	83	243	26	36	531	15	177	522	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.84	0.84	0.85	0.43	0.95	0.85	0.43	0.95	0.85
Lanes:	0.06	0.94	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	104	1749	1615	409	1195	1615	821	3610	1615	809	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.20	0.20	0.02	0.04	0.15	0.01	0.22	0.14	0.04
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.40	0.40	0.33	0.50	0.50	0.04	0.10	0.34	0.02	0.50	0.33	0.09
Delay/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	4	4	3	4	4	0	0	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	105	Level Of Service:	D

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	25	25	7	25	25
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	1195	314	138	1180	54	26	611	61	209	690	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1195	314	138	1180	54	26	611	61	209	690	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1195	314	138	1180	54	26	611	61	209	690	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1258	331	145	1242	57	27	643	64	220	726	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3428	157	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.20	0.08	0.36	0.36	0.02	0.18	0.04	0.12	0.20	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.41	0.56	0.10	0.46	0.46	0.06	0.21	0.21	0.14	0.30	0.30
Volume/Cap:	0.73	0.84	0.37	0.84	0.79	0.79	0.26	0.84	0.19	0.84	0.68	0.22
Delay/Veh:	81.1	36.1	14.9	82.6	30.4	30.4	55.2	53.7	39.1	71.0	38.8	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.1	36.1	14.9	82.6	30.4	30.4	55.2	53.7	39.1	71.0	38.8	32.0
LOS by Move:	F	D	B	F	C	C	E	D	D	E	D	C
HCM2kAvgQ:	4	24	7	8	23	23	1	14	2	10	13	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	76	2053	129	146	1570	91	213	781	69	113	774	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2053	129	146	1570	91	213	781	69	113	774	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2053	129	146	1570	91	213	781	69	113	774	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2161	136	154	1653	96	224	822	73	119	815	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.90	0.90	0.19	0.90	0.90	0.26	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	365	4836	304	365	4864	282	492	3610	1615	486	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.45	0.45	0.42	0.34	0.34	0.46	0.23	0.04	0.24	0.23	0.05
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.53	1.07	1.07	1.01	0.82	0.82	1.07	0.54	0.11	0.58	0.53	0.11
Delay/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
LOS by Move:	B	E	E	F	B	B	F	B	A	B	B	A
HCM2kAvgQ:	2	26	26	7	12	12	9	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	351	179	73	305	63	69	1287	78	146	1011	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	351	179	73	305	63	69	1287	78	146	1011	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	351	179	73	305	63	69	1287	78	146	1011	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	369	188	77	321	66	73	1355	82	154	1064	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.69	0.69	0.69	0.19	0.90	0.90	0.13	0.90	0.90
Lanes:	0.12	0.58	0.30	0.17	0.69	0.14	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	186	893	455	218	910	188	357	4847	294	243	4642	473
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.35	0.35	0.35	0.20	0.28	0.28	0.63	0.23	0.23
Crit Moves:		****								****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	1.14	1.14	1.14	0.97	0.97	0.97	0.37	0.50	0.50	1.14	0.41	0.41
Delay/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
LOS by Move:	F	F	F	E	E	E	B	B	B	F	B	B
HCM2kAvgQ:	33	33	33	19	19	19	2	10	10	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	56.7
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	24	24	7	24	24
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.90	0.90	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	2.71	0.29	1.00	2.65	0.35
Final Sat.:	1805	3610	1615	1805	3279	288	1805	4616	494	1805	4510	589
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.14	0.09	0.37	0.37	0.06	0.30	0.30	0.10	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.38	0.48	0.09	0.43	0.43	0.08	0.29	0.29	0.10	0.31	0.31
Volume/Cap:	0.78	1.01	0.30	1.01	0.87	0.87	0.78	1.01	1.01	1.01	0.78	0.78
Delay/Veh:	90.8	63.7	19.1	126.4	36.7	36.7	75.9	68.0	68.0	124.2	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	63.7	19.1	126.4	36.7	36.7	75.9	68.0	68.0	124.2	40.2	40.2
LOS by Move:	F	E	B	F	D	D	E	E	E	F	D	D
HCM2kAvgQ:	4	34	5	10	26	26	6	27	27	11	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	109	Level Of Service:	D

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4754	376	3502	5100	77	3502	4588	521
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.31	0.31	0.00	0.27	0.27	0.00	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.42	0.42	0.07	0.42	0.42	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.46	0.91	0.91	0.91	0.73	0.73	0.59	0.91	0.91	0.46	0.89	0.89
Delay/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	25	25	6	16	16	5	19	19	2	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	54.1
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	33	525	48	125	335	54	60	1484	16	88	1122	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	525	48	125	335	54	60	1484	16	88	1122	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	525	48	125	335	54	60	1484	16	88	1122	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	553	51	132	353	57	63	1562	17	93	1181	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.54	0.54	0.54	0.21	0.95	0.85	0.21	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.65	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	107	1707	1615	251	674	109	399	3610	1615	399	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.03	0.52	0.52	0.52	0.16	0.43	0.01	0.23	0.33	0.03
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.70	0.70	0.07	1.14	1.14	1.14	0.42	1.14	0.03	0.61	0.86	0.09
Delay/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
LOS by Move:	B	B	A	F	F	F	B	F	A	B	C	B
HCM2kAvgQ:	9	9	0	21	21	21	1	30	0	2	12	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.168
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	105.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	15	15	7	15	15
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3034	500	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.17	0.09	0.41	0.41	0.12	0.41	0.05	0.11	0.30	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.35	0.44	0.08	0.36	0.36	0.13	0.35	0.35	0.09	0.32	0.32
Volume/Cap:	1.15	1.17	0.39	1.17	1.15	1.15	0.94	1.17	0.14	1.17	0.94	0.49
Delay/Veh:	186.0	124	23.2	183.9	117	117.2	94.6	123	26.6	176.9	53.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.0	124	23.2	183.9	117	117.2	94.6	123	26.6	176.9	53.8	33.8
LOS by Move:	F	F	C	F	F	F	F	F	C	F	D	C
HCM2kAvgQ:	10	45	7	12	44	44	11	45	2	13	25	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.276
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	186.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1776	218	153	1239	186	200	1576	93	130	914	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1869	229	161	1304	196	211	1659	98	137	962	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.68	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.67	0.33	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4546	558	1294	4420	663	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.12	0.30	0.30	0.12	0.46	0.06	0.08	0.27	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.13	0.28	0.28	0.21	0.21	0.21	0.31	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.49	1.48	1.48	0.73	1.40	1.40	0.61	1.48	0.20	0.57	0.87	0.20
Delay/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
LOS by Move:	C	F	F	D	F	F	C	F	B	C	C	B
HCM2kAvgQ:	3	50	50	5	34	34	5	57	2	4	14	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	28.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	19	19	7	19	19	5	15	15	7	15	15
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	28	1571	43	100	1387	18	93	139	23	64	73	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1571	43	100	1387	18	93	139	23	64	73	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1571	43	100	1387	18	93	139	23	64	73	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1654	45	105	1460	19	98	146	24	67	77	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.98	0.98	0.98	0.98	0.85
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	1.00	0.86	0.14	0.47	0.53	1.00
Final Sat.:	1805	3610	1615	1805	3557	46	1805	1596	264	867	989	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.03	0.06	0.41	0.41	0.05	0.09	0.09	0.08	0.08	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.57	0.67	0.07	0.59	0.59	0.07	0.13	0.13	0.10	0.15	0.15
Volume/Cap:	0.27	0.80	0.04	0.80	0.70	0.70	0.81	0.73	0.73	0.80	0.50	0.31
Delay/Veh:	55.4	22.6	6.8	83.3	18.6	18.6	86.8	62.0	62.0	75.1	47.9	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	22.6	6.8	83.3	18.6	18.6	86.8	62.0	62.0	75.1	47.9	45.7
LOS by Move:	E	C	A	F	B	B	F	E	E	E	D	D
HCM2kAvgQ:	1	26	1	6	20	20	6	8	8	7	5	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.164
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.8
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	106	460	204	80	350	49	79	1497	54	191	1278	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	460	204	80	350	49	79	1497	54	191	1278	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	460	204	80	350	49	79	1497	54	191	1278	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	484	215	84	368	52	83	1576	57	201	1345	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.91	0.23	0.93	0.93	0.17	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.39	0.61	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	542	2386	1058	436	3110	435	321	3610	1615	232	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.19	0.12	0.12	0.26	0.44	0.04	0.86	0.37	0.04
Crit Moves:	****									****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	1.16	1.15	1.15	1.09	0.67	0.67	0.35	0.59	0.05	1.16	0.50	0.05
Delay/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
LOS by Move:	F	F	F	F	D	D	A	A	A	F	A	A
HCM2kAvgQ:	8	21	21	6	8	8	1	12	0	13	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	120	Critical Vol./Cap.(X):	1.178
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	97.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	17	17	7	17	17
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3312	258	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.13	0.06	0.33	0.33	0.05	0.50	0.05	0.05	0.41	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.34	0.40	0.06	0.34	0.34	0.05	0.41	0.41	0.06	0.42	0.42
Volume/Cap:	0.96	1.21	0.33	1.09	0.96	0.96	0.98	1.21	0.13	0.90	0.98	0.16
Delay/Veh:	135.8	140	25.4	170.4	56.3	56.3	148.3	135	22.1	113.1	52.3	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.8	140	25.4	170.4	56.3	56.3	148.3	135	22.1	113.1	52.3	21.5
LOS by Move:	F	F	C	F	E	E	F	F	C	F	D	C
HCM2kAvgQ:	6	47	5	8	28	28	6	56	2	6	35	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	181.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.89	0.89	0.07	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.64	0.36	1.00	2.66	0.34	1.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	270	4490	603	125	4517	582	1805	4644	470	1805	4605	504
Capacity Analysis Module:												
Vol/Sat:	0.50	0.43	0.43	1.06	0.28	0.28	0.12	0.37	0.37	0.11	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.08	0.21	0.21	0.06	0.19	0.19
Volume/Cap:	0.83	0.70	0.70	1.74	0.46	0.46	1.53	1.74	1.74	1.74	1.53	1.53
Delay/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
LOS by Move:	D	B	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	6	17	17	13	9	9	18	58	58	18	42	42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.380
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	619	220	81	613	70	121	1569	94	216	1355	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	619	220	81	613	70	121	1569	94	216	1355	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	619	220	81	613	70	121	1569	94	216	1355	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	652	232	85	645	74	127	1652	99	227	1426	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.85	0.40	0.94	0.94	0.14	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	760	3610	1615	760	3191	364	257	3610	1615	238	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.14	0.11	0.20	0.20	0.50	0.46	0.06	0.96	0.40	0.08
Crit Moves:					****					****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.56	0.90	0.72	0.56	1.01	1.01	0.78	0.71	0.10	1.50	0.62	0.13
Delay/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
LOS by Move:	C	C	C	C	E	E	C	A	A	F	A	A
HCM2kAvgQ:	2	9	5	2	12	12	4	10	1	15	8	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.124
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	79.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	12	12	7	12	12	5	19	19	7	19	19
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1356	328	159	1076	121	141	1370	76	104	943	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1427	345	167	1133	127	148	1442	80	109	993	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3393	188	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.21	0.09	0.31	0.08	0.08	0.43	0.43	0.06	0.27	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.35	0.41	0.08	0.35	0.35	0.10	0.38	0.38	0.06	0.33	0.33
Volume/Cap:	0.90	1.13	0.52	1.13	0.90	0.23	0.82	1.13	1.13	1.04	0.82	0.26
Delay/Veh:	99.6	108	27.5	168.1	46.1	27.9	78.0	106	105.7	155.3	41.3	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	108	27.5	168.1	46.1	27.9	78.0	106	105.7	155.3	41.3	29.4
LOS by Move:	F	F	C	F	D	C	E	F	F	F	D	C
HCM2kAvgQ:	8	42	10	12	24	3	8	44	44	8	20	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.734
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	167.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1856	156	136	1174	246	184	1546	103	143	959	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.89	0.89	0.95	0.95	0.85	0.59	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	222	4727	397	156	4177	875	1805	3610	1615	1120	2940	579
Capacity Analysis Module:												
Vol/Sat:	0.35	0.41	0.41	0.92	0.30	0.30	0.11	0.45	0.07	0.13	0.34	0.34
Crit Moves:				****				****		****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.13	0.27	0.27	0.19	0.19	0.19
Volume/Cap:	0.64	0.76	0.76	1.69	0.54	0.54	0.80	1.69	0.25	0.81	1.81	1.81
Delay/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
LOS by Move:	C	B	B	F	B	B	E	F	C	D	F	F
HCM2kAvgQ:	3	18	18	13	10	10	7	67	2	6	54	54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	225	734	105	230	550	179	99	1425	116	158	1330	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	734	105	230	550	179	99	1425	116	158	1330	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	734	105	230	550	179	99	1425	116	158	1330	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	773	111	242	579	188	104	1500	122	166	1400	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.07	0.00	0.16	0.12	0.06	0.29	0.08	0.09	0.27	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.26	0.26	0.16	0.23	0.23	0.12	0.35	0.35	0.34	0.34	0.50
Volume/Cap:	0.60	0.83	0.27	0.83	0.69	0.51	0.46	0.83	0.22	0.60	0.80	0.22
Delay/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
LOS by Move:	D	D	C	E	D	C	D	C	C	C	C	B
HCM2kAvgQ:	7	14	3	10	10	6	4	18	3	5	16	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.695
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	168.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.89	0.89	0.95	0.89	0.89	0.43	0.90	0.90	0.33	0.91	0.85
Lanes:	1.00	2.49	0.51	1.00	2.65	0.35	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	289	4204	853	1805	4510	589	811	4961	195	634	5187	1615
Capacity Analysis Module:												
Vol/Sat:	1.01	0.38	0.38	0.07	0.27	0.27	0.21	0.27	0.27	0.38	0.27	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.59	0.59	0.59	0.04	0.63	0.63	0.22	0.16	0.16	0.28	0.17	0.22
Volume/Cap:	1.71	0.64	0.64	1.58	0.43	0.43	0.98	1.70	1.70	1.15	1.53	0.38
Delay/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
LOS by Move:	F	B	B	F	B	B	F	F	F	F	F	D
HCM2kAvgQ:	27	17	17	11	9	9	10	46	46	16	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.261
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	226	0	590	0	0	0	0	1665	78	113	1399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	590	0	0	0	0	1665	78	113	1399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	590	0	0	0	0	1665	78	113	1399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	621	0	0	0	0	1753	82	119	1473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.08	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4920	230	150	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.38	0.00	0.00	0.00	0.00	0.36	0.36	0.79	0.28	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.53	0.00	1.26	0.00	0.00	0.00	0.00	0.57	0.57	1.26	0.45	0.00
Delay/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
LOS by Move:	D	A	F	A	A	A	A	B	B	F	B	A
HCM2kAvgQ:	8	0	41	0	0	0	0	14	14	10	10	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	70.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.88	0.88	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.22	0.78	1.00	2.44	0.56	2.00	2.68	0.32	2.00	3.00	1.00
Final Sat.:	1805	3690	1294	1805	4109	933	3502	4557	547	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.33	0.33	0.00	0.24	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.42	0.42	0.07	0.42	0.42	0.13	0.30	0.30	0.11	0.24	0.24
Volume/Cap:	0.41	1.08	1.08	1.08	0.61	0.61	0.97	1.08	1.08	0.74	0.97	0.36
Delay/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
LOS by Move:	D	E	E	F	C	C	F	F	F	E	E	D
HCM2kAvgQ:	3	43	43	9	14	14	13	32	32	7	21	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 46 Level Of Service: B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	876	120	125	721	326	149	333	33	51	489	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	876	120	125	721	326	149	333	33	51	489	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	876	120	125	721	326	149	333	33	51	489	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	922	126	132	759	343	157	351	35	54	515	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	922	126	132	759	343	157	351	35	54	515	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	922	126	132	759	343	157	351	35	54	515	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.19	0.91	0.91	0.31	0.94	0.94	0.50	0.92	0.92
Lanes:	1.00	1.76	0.24	1.00	1.38	0.62	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	325	3118	427	361	2369	1071	591	3242	321	956	2793	708
Capacity Analysis Module:												
Vol/Sat:	0.28	0.30	0.30	0.36	0.32	0.32	0.27	0.11	0.11	0.06	0.18	0.18
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.55	0.59	0.59	0.73	0.64	0.64	0.73	0.30	0.30	0.15	0.50	0.50
Delay/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
LOS by Move:	B	B	B	C	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	8	8	4	9	9	4	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.886
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 64.5
Optimal Cycle: 120 Level Of Service: E

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1785	110	75	1429	169	189	290	240	96	301	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1785	110	75	1429	169	189	290	240	96	301	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1785	110	75	1429	169	189	290	240	96	301	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1879	116	79	1504	178	199	305	253	101	317	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.90	0.90	0.29	0.89	0.89	0.18	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.68	0.32	1.00	1.09	0.91	1.00	1.53	0.47
Final Sat.:	220	4842	298	148	4564	540	551	1841	1524	342	2661	822
Capacity Analysis Module:												
Vol/Sat:	1.40	0.39	0.39	0.53	0.33	0.33	0.36	0.17	0.17	0.30	0.12	0.12
Crit Moves:	****						****					
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	1.89	0.52	0.52	0.72	0.44	0.44	1.89	0.87	0.87	1.54	0.62	0.62
Delay/Veh:	436.5	6.7	6.7	28.9	6.0	6.0	480.8	58.9	58.9	355.3	46.4	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	436.5	6.7	6.7	28.9	6.0	6.0	480.8	58.9	58.9	355.3	46.4	46.4
LOS by Move:	F	A	A	C	A	A	F	E	E	F	D	D
HCM2kAvgQ:	30	11	11	3	9	9	20	13	13	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 87 Level Of Service: C

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	314	906	230	141	591	188	86	563	69	108	811	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	906	230	141	591	188	86	563	69	108	811	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	906	230	141	591	188	86	563	69	108	811	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	954	242	148	622	198	91	593	73	114	854	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	954	242	148	622	198	91	593	73	114	854	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	954	242	148	622	198	91	593	73	114	854	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.18	0.92	0.92	0.26	0.95	0.85	0.28	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	583	2793	709	344	2640	840	496	3610	1615	523	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.57	0.34	0.34	0.43	0.24	0.24	0.18	0.16	0.04	0.22	0.24	0.12
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.93	0.56	0.56	0.71	0.39	0.39	0.72	0.64	0.18	0.85	0.93	0.49
Delay/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
LOS by Move:	D	A	A	B	A	A	D	C	B	E	D	B
HCM2kAvgQ:	10	7	7	4	4	4	3	6	1	5	13	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.790
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 68.5
Optimal Cycle: 120 Level Of Service: E

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	215	1690	143	116	1275	228	195	504	235	155	490	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1690	143	116	1275	228	195	504	235	155	490	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1690	143	116	1275	228	195	504	235	155	490	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1779	151	122	1342	240	205	531	247	163	516	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.07	0.89	0.89	0.17	0.90	0.90	0.13	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.54	0.46	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	230	4725	400	141	4299	769	326	2344	1093	238	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.99	0.38	0.38	0.86	0.31	0.31	0.63	0.23	0.23	0.69	0.19	0.19
Crit Moves:	****									****		
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	1.79	0.68	0.68	1.57	0.57	0.57	1.65	0.59	0.59	1.79	0.51	0.51
Delay/Veh:	412.2	20.2	20.2	335.5	17.9	17.9	361.0	30.3	30.3	432.7	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	412.2	20.2	20.2	335.5	17.9	17.9	361.0	30.3	30.3	432.7	28.7	28.7
LOS by Move:	F	C	C	F	B	B	F	C	C	F	C	C
HCM2kAvgQ:	22	19	19	12	14	14	19	12	12	16	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 1	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	113	2003	216	59	1446	181	291	636	190	45	210	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	2003	216	59	1446	181	291	636	190	45	210	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	2003	216	59	1446	181	291	636	190	45	210	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2108	227	62	1522	191	306	669	200	47	221	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.90	0.90	0.07	0.89	0.89	0.57	1.00	0.85	0.14	0.93	0.93
Lanes:	1.00	2.71	0.29	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	177	4612	497	141	4532	567	1079	1900	1615	270	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.67	0.46	0.46	0.44	0.34	0.34	0.28	0.35	0.12	0.18	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.13	0.76	0.76	0.74	0.56	0.56	0.91	1.13	0.40	0.56	0.24	0.24
Delay/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
LOS by Move:	F	B	B	D	B	B	E	F	C	C	C	C
HCM2kAvgQ:	8	19	19	3	11	11	12	32	5	2	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.2
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Street Name:	Canoga Ave									Bus Lane		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 120 Level Of Service: C

Street Name:	Canoga Ave									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	1758	58	0	1370	0	0	0	0	58	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1758	58	0	1370	0	0	0	0	58	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1758	58	0	1370	0	0	0	0	58	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1851	61	0	1442	0	0	0	0	61	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1851	61	0	1442	0	0	0	0	61	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1851	61	0	1442	0	0	0	0	61	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.97	0.03	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1832	60	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.01	1.01	0.00	0.76	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.97	0.97	0.00	0.97	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Volume/Cap:	0.00	1.04	1.04	0.00	0.78	0.00	0.00	0.00	0.00	1.04	0.00	0.00
Delay/Veh:	0.0	35.2	35.2	0.0	2.5	0.0	0.0	0.0	0.0	178.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.2	35.2	0.0	2.5	0.0	0.0	0.0	0.0	178.9	0.0	0.0
LOS by Move:	A	D	D	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	0	74	74	0	9	0	0	0	0	5	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.2

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.410
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	683	154	422	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	683	154	422	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	683	154	422	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	719	162	444	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	719	162	444	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	719	162	444	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.63	0.63	0.63	0.28	0.92	0.92	0.28	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	211	1066	886	206	2090	82	529	2863	646	541	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.25	0.25	0.82	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.41	1.41	1.41	1.29	1.29	1.29	0.05	0.43	0.43	1.41	0.43	0.43
Delay/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	24	24	24	21	21	21	0	4	4	25	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	1	21	34	0	72	122	910	16	11	936	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	72	122	910	16	11	936	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	72	122	910	16	11	936	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	76	128	958	17	12	985	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	22	36	0	76	128	958	17	12	985	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	22	36	0	76	128	958	17	12	985	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.80	1.00	0.85	0.95	0.95	0.95	0.27	0.94	0.94
Lanes:	0.29	0.03	0.68	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	439	49	1025	1520	0	1615	1805	3537	62	513	3382	199
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.00	0.05	0.07	0.27	0.27	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.00	0.10	0.15	0.74	0.74	0.59	0.59	0.59
Volume/Cap:	0.22	0.22	0.22	0.24	0.00	0.47	0.49	0.37	0.37	0.04	0.49	0.49
Delay/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
LOS by Move:	C	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	0	2	3	3	3	0	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	465	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2568	159	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****				****			
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:	34.8			26.0			12.8			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.8			26.0			12.8			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0	1 0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.460	
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0	
Optimal Cycle:	35	Level Of Service:	A	

Street Name:	Busway A									Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Lanes:	0 0	0	1	0 0	1!	0	0	1	0	2	0	1	1	0	2 0 1
Volume Module:															
Base Vol:	0	0	40	0	0	0	0	1030	0	40	970	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	40	0	0	0	0	1030	0	40	970	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	40	0	0	0	0	1030	0	40	970	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	42	0	0	0	0	1084	0	42	1021	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	42	0	0	0	0	1084	0	42	1021	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	42	0	0	0	0	1084	0	42	1021	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00			
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	0	0	1644	0	1900	0	1900	3610	1900	1805	3610	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.30	0.00	0.02	0.28	0.00			
Crit Moves:			****					****		****					
Green/Cycle:	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.61	0.00	0.10	0.71	0.00			
Volume/Cap:	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.49	0.00	0.23	0.40	0.00			
Delay/Veh:	0.0	0.0	18.8	0.0	0.0	0.0	0.0	5.7	0.0	21.4	3.1	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	18.8	0.0	0.0	0.0	0.0	5.7	0.0	21.4	3.1	0.0			
LOS by Move:	A	A	B	A	A	A	A	A	A	C	A	A			
HCM2kAvgQ:	0	0	1	0	0	0	0	5	0	1	4	0			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1		
Optimal Cycle:	40	Level Of Service:	A		

Street Name: Canoga Ave Bus Lane

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0	0 0	0	0 0	0
Volume Module:														
Base Vol:	0	779	0	0	722	0	0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	779	0	0	722	0	0	0	0		0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	779	0	0	722	0	0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	820	0	0	760	0	0	0	0		0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	820	0	0	760	0	0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	820	0	0	760	0	0	0	0		0	0	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	1900	0	0	1900	0	0	0	0		0	0	0	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****									
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A		A	A	A	
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0		0	0	0	

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.881
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	189.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	714	185	386	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	714	185	386	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	714	185	386	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	752	195	406	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	752	195	406	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	752	195	406	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.22	0.92	0.92	0.23	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1469	767	770	1160	253	426	2778	720	441	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.92	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.88	1.88	1.88	0.88	0.88	0.88	0.25	0.55	0.55	1.88	0.56	0.56
Delay/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	64	64	64	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	42	0	151	96	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	42	0	151	96	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	42	0	151	96	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	16	44	0	159	101	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.00	0.55	0.80	1.00	0.85	0.95	0.95	0.95	0.13	0.94	0.94
Lanes:	0.81	0.00	0.19	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	853	0	197	1522	0	1615	1805	3554	48	249	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.10	0.06	0.41	0.41	0.10	0.47	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.00	0.13	0.13	0.00	0.13	0.10	0.71	0.71	0.61	0.61	0.61
Volume/Cap:	0.63	0.00	0.63	0.23	0.00	0.77	0.56	0.58	0.58	0.17	0.77	0.77
Delay/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
LOS by Move:	C	A	C	C	A	D	C	A	A	A	A	A
HCM2kAvgQ:	2	0	2	1	0	5	2	7	7	0	12	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	29	845	26	313	404	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	404	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	404	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	425	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	425	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	425	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	881	1138	96	950	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: 42 Level Of Service: A

Street Name:	Busway A									Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Lanes:	0 0	0	1	0 0	1!	0	0	1	0	2	0	1	1	0	2 0 1
Volume Module:															
Base Vol:	0	0	40	0	0	0	0	1414	0	40	1691	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	40	0	0	0	0	1414	0	40	1691	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	40	0	0	0	0	1414	0	40	1691	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	42	0	0	0	0	1488	0	42	1780	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	42	0	0	0	0	1488	0	42	1780	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	42	0	0	0	0	1488	0	42	1780	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00			
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	0	0	1644	0	1900	0	1900	3610	1900	1805	3610	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.41	0.00	0.02	0.49	0.00			
Crit Moves:			****					****		****					
Green/Cycle:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.62	0.00	0.10	0.72	0.00			
Volume/Cap:	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.66	0.00	0.23	0.68	0.00			
Delay/Veh:	0.0	0.0	19.4	0.0	0.0	0.0	0.0	6.9	0.0	21.4	4.6	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	19.4	0.0	0.0	0.0	0.0	6.9	0.0	21.4	4.6	0.0			
LOS by Move:	A	A	B	A	A	A	A	A	A	C	A	A			
HCM2kAvgQ:	0	0	1	0	0	0	0	9	0	1	9	0			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9		
Optimal Cycle:	71	Level Of Service:	A		

Street Name: Canoga Ave Bus Lane

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1	0	0	0	0 1	0	0	0	0 0	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	1184	0		0	1228	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1184	0		0	1228	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1184	0		0	1228	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1246	0		0	1293	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1246	0		0	1293	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1246	0		0	1293	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	1900	0		0	1900	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.66	0.00		0.00	0.68	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****										
Green/Cycle:	0.00	1.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.66	0.00		0.00	0.68	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.8	0.0		0.0	1.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.8	0.0		0.0	1.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	2	0		0	2	0		0	0	0		0	0	0	

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.2a

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.507
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	127.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	683	154	462	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	683	154	462	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	683	154	462	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	719	162	486	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	719	162	486	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	719	162	486	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.55	0.55	0.61	0.61	0.61	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	205	1035	861	201	2036	80	534	2863	646	545	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.34	0.34	0.34	0.03	0.25	0.25	0.89	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	1.51	1.51	1.51	1.37	1.37	1.37	0.05	0.42	0.42	1.51	0.43	0.43
Delay/Veh:	256.8	257	256.8	198.1	198	198.1	4.4	5.7	5.7	253.9	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	256.8	257	256.8	198.1	198	198.1	4.4	5.7	5.7	253.9	5.7	5.7
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	26	26	26	23	23	23	0	4	4	30	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	1	21	34	0	72	122	910	16	11	936	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	72	122	910	16	11	936	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	72	122	910	16	11	936	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	76	128	958	17	12	985	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	22	36	0	76	128	958	17	12	985	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	22	36	0	76	128	958	17	12	985	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.80	1.00	0.85	0.95	0.95	0.95	0.27	0.94	0.94
Lanes:	0.29	0.03	0.68	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	439	49	1025	1520	0	1615	1805	3537	62	513	3382	199
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.00	0.05	0.07	0.27	0.27	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.00	0.10	0.15	0.74	0.74	0.59	0.59	0.59
Volume/Cap:	0.22	0.22	0.22	0.24	0.00	0.47	0.49	0.37	0.37	0.04	0.49	0.49
Delay/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
LOS by Move:	C	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	0	2	3	3	3	0	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	505	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	505	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	505	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	532	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	532	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	532	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.91	0.85	0.24	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	244	2555	158	1045	976	276	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.54	0.54	0.54	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.97	0.97	0.97	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.9	5.9	5.9	29.5	29.5	29.5	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	5.9	5.9	29.5	29.5	29.5	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	17	17	17	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	72	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	72	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	72	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	76	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	76	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	76	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.99	0.99	0.95	0.98	0.98	0.65	0.95	0.85	0.64	0.95	0.85
Lanes:	1.00	0.94	0.06	1.00	0.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	863	1759	122	1805	1542	310	1229	3610	1615	1220	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.04	0.23	0.23	0.06	0.04	0.02	0.04	0.04	0.03
Crit Moves:		****		****			****					
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.11	0.47	0.47	0.42	0.41	0.41	0.30	0.22	0.08	0.22	0.22	0.15
Delay/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	16.7
LOS by Move:	A	A	A	C	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	2	4	4	1	1	0	1	1	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	40	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	40	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	40	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	42	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	801	0	0	684	76	18	42	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	801	0	0	684	76	18	42	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	1.00	1.00	1.00	0.99	0.99	0.85	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	863	1900	0	0	1688	187	1615	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.42	0.00	0.00	0.41	0.41	0.01	0.02	0.13	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.69	0.69	0.00	0.00	0.69	0.69	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.38	0.61	0.00	0.00	0.59	0.59	0.05	0.10	0.61	0.00	0.00	0.00
Delay/Veh:	8.4	11.1	0.0	0.0	10.7	10.7	37.5	38.0	46.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	11.1	0.0	0.0	10.7	10.7	37.5	38.0	46.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	D	D	D	A	A	A
HCM2kAvgQ:	4	16	0	0	15	15	1	1	8	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.6
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	40	0	0	0	0	1030	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	0	0	0	0	1030	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40	0	0	0	0	1030	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	42	0	0	0	0	1084	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1084	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	42	0	0	0	0	1084	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1644	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.29	0.00
Crit Moves:			****					****				
Green/Cycle:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.00
Volume/Cap:	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	21.6	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	21.6	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0
LOS by Move:	A	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	5	0	0	5	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1		
Optimal Cycle:	40	Level Of Service:	A		

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.974
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	210.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	714	185	426	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	714	185	426	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	714	185	426	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	752	195	448	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	752	195	448	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	752	195	448	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.58	0.58	0.58	0.23	0.92	0.92	0.24	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	222	1455	760	775	1167	255	435	2778	720	451	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.99	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	1.97	1.97	1.97	0.91	0.91	0.91	0.24	0.54	0.54	1.97	0.55	0.55
Delay/Veh:	459.4	459	459.4	30.9	30.9	30.9	7.6	8.8	8.8	466.4	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	459.4	459	459.4	30.9	30.9	30.9	7.6	8.8	8.8	466.4	8.9	8.9
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	66	66	66	9	9	9	1	6	6	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	42	0	151	96	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	42	0	151	96	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	42	0	151	96	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	16	44	0	159	101	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.00	0.55	0.80	1.00	0.85	0.95	0.95	0.95	0.13	0.94	0.94
Lanes:	0.81	0.00	0.19	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	853	0	197	1522	0	1615	1805	3554	48	249	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.10	0.06	0.41	0.41	0.10	0.47	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.00	0.13	0.13	0.00	0.13	0.10	0.71	0.71	0.61	0.61	0.61
Volume/Cap:	0.63	0.00	0.63	0.23	0.00	0.77	0.56	0.58	0.58	0.17	0.77	0.77
Delay/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
LOS by Move:	C	A	C	C	A	D	C	A	A	A	A	A
HCM2kAvgQ:	2	0	2	1	0	5	2	7	7	0	12	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	29	845	26	313	444	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	444	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	444	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	467	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	467	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	467	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.55	0.55	0.55	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.79	1.12	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3086	95	825	1170	90	941	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.40	0.40	0.40	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.75	0.75	0.75	1.03	1.03	1.03	0.29	0.21	0.21	0.02	0.39	1.03
Delay/Veh:	15.7	15.7	15.7	56.2	56.2	56.2	9.0	8.4	8.4	7.5	9.4	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	15.7	56.2	56.2	56.2	9.0	8.4	8.4	7.5	9.4	56.0
LOS by Move:	B	B	B	E	E	E	A	A	A	A	A	E
HCM2kAvgQ:	9	9	9	14	14	14	1	2	2	0	4	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	24	743	40	140	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	140	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	140	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	147	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	147	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	147	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.99	0.99	0.95	0.99	0.99	0.59	0.95	0.85	0.63	0.95	0.85
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1007	1789	96	1805	1784	101	1119	3610	1615	1197	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.08	0.18	0.18	0.03	0.05	0.03	0.01	0.07	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.05	0.95	0.95	0.82	0.32	0.32	0.13	0.25	0.13	0.05	0.35	0.21
Delay/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.0
LOS by Move:	A	C	C	D	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	19	19	5	3	3	0	1	1	0	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	40	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	40	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	40	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	42	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1154	0	0	1140	153	93	42	196	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1154	0	0	1140	153	93	42	196	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	1.00	1.00	1.00	0.98	0.98	0.85	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.88	0.12	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	635	1900	0	0	1649	221	1615	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.61	0.00	0.00	0.69	0.69	0.06	0.02	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.13	0.13	0.13	0.00	0.00	0.00
Volume/Cap:	0.45	0.79	0.00	0.00	0.90	0.90	0.43	0.17	0.90	0.00	0.00	0.00
Delay/Veh:	5.7	11.5	0.0	0.0	19.0	19.0	49.1	46.3	87.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	11.5	0.0	0.0	19.0	19.0	49.1	46.3	87.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	D	D	F	A	A	A
HCM2kAvgQ:	3	26	0	0	39	39	4	1	10	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.7
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	40	0	0	0	0	1414	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	0	0	0	0	1414	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40	0	0	0	0	1414	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	42	0	0	0	0	1488	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1488	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	42	0	0	0	0	1488	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1644	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.50	0.00
Crit Moves:			****								****	
Green/Cycle:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.00
Volume/Cap:	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	21.6	0.0	0.0	0.0	0.0	5.4	0.0	0.0	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	21.6	0.0	0.0	0.0	0.0	5.4	0.0	0.0	7.4	0.0
LOS by Move:	A	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	8	0	0	12	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9		
Optimal Cycle:	71	Level Of Service:	A		

Street Name: Canoga Ave Bus Lane

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1	0	0	0	0 1	0	0	0	0 0	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	1184	0		0	1228	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1184	0		0	1228	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1184	0		0	1228	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1246	0		0	1293	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1246	0		0	1293	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1246	0		0	1293	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	1900	0		0	1900	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.66	0.00		0.00	0.68	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****										
Green/Cycle:	0.00	1.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.66	0.00		0.00	0.68	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.8	0.0		0.0	1.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.8	0.0		0.0	1.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	2	0		0	2	0		0	0	0		0	0	0	

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.3

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.410
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	683	154	422	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	683	154	422	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	683	154	422	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	719	162	444	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	719	162	444	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	719	162	444	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.63	0.63	0.63	0.28	0.92	0.92	0.28	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	211	1066	886	206	2090	82	529	2863	646	541	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.25	0.25	0.82	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.41	1.41	1.41	1.29	1.29	1.29	0.05	0.43	0.43	1.41	0.43	0.43
Delay/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	24	24	24	21	21	21	0	4	4	25	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Street Name:	Depot Rd									Lassen St					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	9	1	21		34	0	32		82	910	16		11	936	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	1	21		34	0	32		82	910	16		11	936	55	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	1	21		34	0	32		82	910	16		11	936	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	9	1	22		36	0	34		86	958	17		12	985	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	9	1	22		36	0	34		86	958	17		12	985	58	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1655	2205	487		1689	2185	522		1043	xxxx	xxxxx		975	xxxx	xxxxx	
Potent Cap.:	66	45	532		62	46	505		675	xxxx	xxxxx		716	xxxx	xxxxx	
Move Cap.:	55	39	532		52	40	505		675	xxxx	xxxxx		716	xxxx	xxxxx	
Volume/Cap:	0.17	0.03	0.04		0.69	0.00	0.07		0.13	xxxx	xxxx		0.02	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.8	xxxx	xxxxx		0.4	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		167.1	xxxx	xxxxx		11.1	xxxx	xxxxx		10.1	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	*		B	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	135	xxxxx		xxxx	xxxx	505		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.9	xxxxx		xxxxx	xxxx	0.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	40.0	xxxxx		xxxxx	xxxx	12.6		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	E	*		*	*	B		*	*	*		*	*	*	
ApproachDel:	40.0				92.2				xxxxxx				xxxxxx			
ApproachLOS:	E				F				*				*			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	465	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2568	159	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****				****			
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:		34.8			26.0			12.8			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.8			26.0			12.8			12.5	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0	1 0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 33 Level Of Service: A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.2
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	40	0	0	40	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	40	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	40	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	42	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	42	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	42	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.02	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.22	0.00	0.00	0.41	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	2.5	0.0	0.0	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	2.5	0.0	0.0	2.4	0.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1		
Optimal Cycle:	40	Level Of Service:	A		

Street Name: Canoga Ave Bus Lane

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.881
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	189.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	714	185	386	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	714	185	386	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	714	185	386	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	752	195	406	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	752	195	406	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	752	195	406	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.22	0.92	0.92	0.23	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1469	767	770	1160	253	426	2778	720	441	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.92	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.88	1.88	1.88	0.88	0.88	0.88	0.25	0.55	0.55	1.88	0.56	0.56
Delay/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	64	64	64	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	0	15	42	0	111	56	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	42	0	111	56	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	42	0	111	56	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	44	0	117	59	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	16	44	0	117	59	1469	20	25	1619	75
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2457	3342	745	2559	3314	847	1694	xxxx	xxxxx	1489	xxxx	xxxxx
Potent Cap.:	16	8	361	13	9	309	382	xxxx	xxxxx	457	xxxx	xxxxx
Move Cap.:	9	7	361	11	7	309	382	xxxx	xxxxx	457	xxxx	xxxxx
Volume/Cap:	8.04	0.00	0.04	4.05	0.00	0.38	0.15	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.7	xxxx	xxxxx	0.5	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	2059	xxxx	xxxxx	16.1	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	C	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	10	xxxxx	xxxx	xxxx	309	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	11.9	xxxxx	xxxxx	xxxx	1.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	3893	xxxxx	xxxxx	xxxx	23.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	3893.3			582.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	29	845	26	313	404	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	404	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	404	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	425	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	425	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	425	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	881	1138	96	950	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 45 Level Of Service: A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	40	0	0	40	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	40	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	40	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	42	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	42	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	42	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.02	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.22	0.00	0.00	0.56	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	3.1	0.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	3.1	0.0	0.0	4.0	0.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	6	0	0	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9		
Optimal Cycle:	71	Level Of Service:	A		

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.3a

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.507		
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	127.5		
Optimal Cycle:	120	Level Of Service:	F		

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	683	154	462	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	683	154	462	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	683	154	462	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	719	162	486	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	719	162	486	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	719	162	486	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.55	0.55	0.61	0.61	0.61	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	205	1035	861	201	2036	80	534	2863	646	545	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.34	0.34	0.34	0.03	0.25	0.25	0.89	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	1.51	1.51	1.51	1.37	1.37	1.37	0.05	0.42	0.42	1.51	0.43	0.43
Delay/Veh:	256.8	257	256.8	198.1	198	198.1	4.4	5.7	5.7	253.9	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	256.8	257	256.8	198.1	198	198.1	4.4	5.7	5.7	253.9	5.7	5.7
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	26	26	26	23	23	23	0	4	4	30	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Street Name:	Depot Rd									Lassen St					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	9		1		21	34		0		32	82		910		16	11		936		55
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	9		1		21	34		0		32	82		910		16	11		936		55
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	9		1		21	34		0		32	82		910		16	11		936		55
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	9		1		22	36		0		34	86		958		17	12		985		58
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	9		1		22	36		0		34	86		958		17	12		985		58
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	1655		2205		487	1689		2185		522	1043		xxxx		xxxxx	975		xxxx		xxxxx
Potent Cap.:	66		45		532	62		46		505	675		xxxx		xxxxx	716		xxxx		xxxxx
Move Cap.:	55		39		532	52		40		505	675		xxxx		xxxxx	716		xxxx		xxxxx
Volume/Cap:	0.17		0.03		0.04	0.69		0.00		0.07	0.13		xxxx		xxxx	0.02		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	2.8		xxxx		xxxxx	0.4		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	167.1		xxxx		xxxxx	11.1		xxxx		xxxxx	10.1		xxxx		xxxxx
LOS by Move:	*		*		*	F		*		*	B		*		*	B		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		135		xxxxx	xxxx		xxxx		505	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		0.9		xxxxx	xxxxx		xxxx		0.2	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		40.0		xxxxx	xxxxx		xxxx		12.6	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		E		*	*		*		B	*		*		*	*		*		*
ApproachDel:	40.0					92.2					xxxxxx					xxxxxx				
ApproachLOS:	E					F					*					*				

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	505	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	505	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	505	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	532	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	532	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	532	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.91	0.85	0.24	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	244	2555	158	1045	976	276	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.54	0.54	0.54	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.97	0.97	0.97	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.9	5.9	5.9	29.5	29.5	29.5	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	5.9	5.9	29.5	29.5	29.5	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	17	17	17	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	72	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	72	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	72	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	76	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	76	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	76	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.99	0.99	0.95	0.98	0.98	0.65	0.95	0.85	0.64	0.95	0.85
Lanes:	1.00	0.94	0.06	1.00	0.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	863	1759	122	1805	1542	310	1229	3610	1615	1220	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.04	0.23	0.23	0.06	0.04	0.02	0.04	0.04	0.03
Crit Moves:		****		****			****					
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.11	0.47	0.47	0.42	0.41	0.41	0.30	0.22	0.08	0.22	0.22	0.15
Delay/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	16.7
LOS by Move:	A	A	A	C	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	2	4	4	1	1	0	1	1	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	40	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	40	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	40	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	42	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	801	0	0	684	76	18	42	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	801	0	0	684	76	18	42	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	1.00	1.00	1.00	0.99	0.99	0.85	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	863	1900	0	0	1688	187	1615	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.42	0.00	0.00	0.41	0.41	0.01	0.02	0.13	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.69	0.69	0.00	0.00	0.69	0.69	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.38	0.61	0.00	0.00	0.59	0.59	0.05	0.10	0.61	0.00	0.00	0.00
Delay/Veh:	8.4	11.1	0.0	0.0	10.7	10.7	37.5	38.0	46.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	11.1	0.0	0.0	10.7	10.7	37.5	38.0	46.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	D	D	D	A	A	A
HCM2kAvgQ:	4	16	0	0	15	15	1	1	8	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.1
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.2
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1	0 0	0 0	0 0	1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	40	0	0	0	40	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	0	40	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	0	40	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	0	42	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	0	42	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	0	42	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.10	0.00	0.00	0.00	0.10	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.00	0.26	0.00	0.41	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	0.0	21.6	0.0	2.5	0.0	0.0	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	0.0	21.6	0.0	2.5	0.0	0.0	2.4	0.0
LOS by Move:	A	C	A	A	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	0	1	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432				
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1				
Optimal Cycle:	40	Level Of Service:	A				

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.974
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	210.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	714	185	426	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	714	185	426	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	714	185	426	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	752	195	448	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	752	195	448	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	752	195	448	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.58	0.58	0.58	0.23	0.92	0.92	0.24	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	222	1455	760	775	1167	255	435	2778	720	451	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.99	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	1.97	1.97	1.97	0.91	0.91	0.91	0.24	0.54	0.54	1.97	0.55	0.55
Delay/Veh:	459.4	459	459.4	30.9	30.9	30.9	7.6	8.8	8.8	466.4	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	459.4	459	459.4	30.9	30.9	30.9	7.6	8.8	8.8	466.4	8.9	8.9
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	66	66	66	9	9	9	1	6	6	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	0	15	42	0	111	56	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	42	0	111	56	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	42	0	111	56	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	44	0	117	59	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	16	44	0	117	59	1469	20	25	1619	75
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2457	3342	745	2559	3314	847	1694	xxxx	xxxxx	1489	xxxx	xxxxx
Potent Cap.:	16	8	361	13	9	309	382	xxxx	xxxxx	457	xxxx	xxxxx
Move Cap.:	9	7	361	11	7	309	382	xxxx	xxxxx	457	xxxx	xxxxx
Volume/Cap:	8.04	0.00	0.04	4.05	0.00	0.38	0.15	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.7	xxxx	xxxxx	0.5	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	2059	xxxx	xxxxx	16.1	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	C	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	10	xxxxx	xxxx	xxxx	309	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	11.9	xxxxx	xxxxx	xxxx	1.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	3893	xxxxx	xxxxx	xxxx	23.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	3893.3			582.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	29	845	26	313	444	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	444	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	444	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	467	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	467	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	467	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.55	0.55	0.55	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.79	1.12	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3086	95	825	1170	90	941	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.40	0.40	0.40	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.75	0.75	0.75	1.03	1.03	1.03	0.29	0.21	0.21	0.02	0.39	1.03
Delay/Veh:	15.7	15.7	15.7	56.2	56.2	56.2	9.0	8.4	8.4	7.5	9.4	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	15.7	56.2	56.2	56.2	9.0	8.4	8.4	7.5	9.4	56.0
LOS by Move:	B	B	B	E	E	E	A	A	A	A	A	E
HCM2kAvgQ:	9	9	9	14	14	14	1	2	2	0	4	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	24	743	40	140	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	140	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	140	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	147	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	147	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	147	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.99	0.99	0.95	0.99	0.99	0.59	0.95	0.85	0.63	0.95	0.85
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1007	1789	96	1805	1784	101	1119	3610	1615	1197	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.08	0.18	0.18	0.03	0.05	0.03	0.01	0.07	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.05	0.95	0.95	0.82	0.32	0.32	0.13	0.25	0.13	0.05	0.35	0.21
Delay/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.0
LOS by Move:	A	C	C	D	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	19	19	5	3	3	0	1	1	0	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	40	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	40	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	40	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	42	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1154	0	0	1140	153	93	42	196	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1154	0	0	1140	153	93	42	196	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	1.00	1.00	1.00	0.98	0.98	0.85	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.88	0.12	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	635	1900	0	0	1649	221	1615	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.61	0.00	0.00	0.69	0.69	0.06	0.02	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.13	0.13	0.13	0.00	0.00	0.00
Volume/Cap:	0.45	0.79	0.00	0.00	0.90	0.90	0.43	0.17	0.90	0.00	0.00	0.00
Delay/Veh:	5.7	11.5	0.0	0.0	19.0	19.0	49.1	46.3	87.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	11.5	0.0	0.0	19.0	19.0	49.1	46.3	87.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	D	D	F	A	A	A
HCM2kAvgQ:	3	26	0	0	39	39	4	1	10	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.1
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1	0 0	0 0	0 0	1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	40	0	0	0	40	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	0	40	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	0	40	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	0	42	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	0	42	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	0	42	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.87	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	0	1644	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.10	0.00	0.00	0.00	0.10	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.00	0.26	0.00	0.56	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	0.0	21.6	0.0	3.1	0.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	0.0	21.6	0.0	3.1	0.0	0.0	4.0	0.0
LOS by Move:	A	C	A	A	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	0	1	0	6	0	0	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9		
Optimal Cycle:	71	Level Of Service:	A		

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.4

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.410
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	683	154	422	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	683	154	422	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	683	154	422	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	719	162	444	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	719	162	444	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	719	162	444	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.63	0.63	0.63	0.28	0.92	0.92	0.28	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	211	1066	886	206	2090	82	529	2863	646	541	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.25	0.25	0.82	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.41	1.41	1.41	1.29	1.29	1.29	0.05	0.43	0.43	1.41	0.43	0.43
Delay/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	24	24	24	21	21	21	0	4	4	25	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	41	21	34	40	32	82	910	16	11	936	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	41	21	34	40	32	82	910	16	11	936	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	41	21	34	40	32	82	910	16	11	936	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	43	22	36	42	34	86	958	17	12	985	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	43	22	36	42	34	86	958	17	12	985	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	43	22	36	42	34	86	958	17	12	985	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.13	0.58	0.29	1.00	0.56	0.44	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	230	1047	536	1805	985	788	1805	3537	62	1805	3382	199
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.04	0.04	0.05	0.27	0.27	0.01	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.47	0.47	0.17	0.54	0.54
Volume/Cap:	0.41	0.41	0.41	0.20	0.43	0.43	0.48	0.58	0.58	0.04	0.54	0.54
Delay/Veh:	22.6	22.6	22.6	21.2	22.8	22.8	23.3	10.2	10.2	17.3	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	22.6	21.2	22.8	22.8	23.3	10.2	10.2	17.3	7.8	7.8
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2kAvgQ:	2	2	2	1	2	2	2	7	7	0	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	465	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2568	159	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	0.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	471	33	457	425	86	381	804	433	378	800	433
Capacity Analysis Module:												
Vol/Sat:	0.09	0.81	0.81	0.07	0.82	0.82	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	31.5	31.5	10.8	33.2	33.2	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	31.5	31.5	10.8	33.2	33.2	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	B	D	D	B	D	D	B	B	B	B	B	B
ApproachDel:		29.6			31.5			12.8			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.6			31.5			12.8			12.5	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	0.1	3.1	3.1	0.1	3.3	3.3	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0	1 0	1 0	1	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	1976	722	xxxx	2014	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	63	430	xxxx	59	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	46	430	xxxx	44	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.49	xxxx	0.00	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 33 Level Of Service: A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432				
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1				
Optimal Cycle:	40	Level Of Service:	A				

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.881
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	189.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	714	185	386	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	714	185	386	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	714	185	386	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	752	195	406	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	752	195	406	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	752	195	406	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.22	0.92	0.92	0.23	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1469	767	770	1160	253	426	2778	720	441	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.92	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.88	1.88	1.88	0.88	0.88	0.88	0.25	0.55	0.55	1.88	0.56	0.56
Delay/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	64	64	64	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	40	15	42	40	111	56	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	40	15	42	40	111	56	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	40	15	42	40	111	56	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	42	16	44	42	117	59	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	42	16	44	42	117	59	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	42	16	44	42	117	59	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	0.89	0.89	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.55	0.33	0.12	1.00	0.26	0.74	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	985	606	227	1805	448	1243	1805	3554	48	1805	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.09	0.09	0.03	0.41	0.41	0.01	0.47	0.47
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.11	0.11	0.10	0.51	0.51	0.12	0.53	0.53
Volume/Cap:	0.69	0.67	0.67	0.24	0.89	0.89	0.33	0.81	0.81	0.11	0.89	0.89
Delay/Veh:	32.8	30.9	30.9	21.3	58.9	58.9	22.0	13.0	13.0	19.7	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	30.9	30.9	21.3	58.9	58.9	22.0	13.0	13.0	19.7	15.7	15.7
LOS by Move:	C	C	C	C	E	E	C	B	B	B	B	B
HCM2kAvgQ:	4	3	3	1	6	6	1	13	13	0	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	29	845	26	313	404	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	404	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	404	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	425	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	425	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	425	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	881	1138	96	950	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.671
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	154.5
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	445	468	25	439	450	25	372	787	425	383	812	440
Capacity Analysis Module:												
Vol/Sat:	0.06	1.67	1.67	0.24	0.70	0.70	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:			****			****			****			****
Delay/Veh:	11.0	329	329.2	13.2	25.6	25.6	12.8	14.0	11.7	12.1	15.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	329	329.2	13.2	25.6	25.6	12.8	14.0	11.7	12.1	15.0	12.0
LOS by Move:	B	F	F	B	D	D	B	B	B	B	B	B
ApproachDel:	319.7			22.6			13.5			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	319.7			22.6			13.5			14.2		
LOS by Appr:	F			C			B			B		
AllWayAvgQ:	0.1	43.7	43.7	0.3	2.0	2.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	1	0 1	0	0 1	0 0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	2808	1216	xxxx	2884	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	18	223	xxxx	16	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	11	223	xxxx	10	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	0.00	0.88	xxxx	0.00	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 45 Level Of Service: A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9		
Optimal Cycle:	71	Level Of Service:	A		

Street Name: Canoga Ave Bus Lane

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1	0	0	0	0 1	0	0	0	0 0	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****											
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.4a

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50					Critical Vol./Cap.(X):						1.410					
Loss Time (sec):	8 (Y+R=4.0 sec)					Average Delay (sec/veh):						104.8					
Optimal Cycle:	120					Level Of Service:						F					
Street Name:	Owensmouth Ave								Lassen St								
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18					
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	73	368	306	65	660	26	16	683	154	422	778	76								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	73	368	306	65	660	26	16	683	154	422	778	76								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	73	368	306	65	660	26	16	683	154	422	778	76								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	77	387	322	68	695	27	17	719	162	444	819	80								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	77	387	322	68	695	27	17	719	162	444	819	80								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	77	387	322	68	695	27	17	719	162	444	819	80								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.57	0.57	0.57	0.63	0.63	0.63	0.28	0.92	0.92	0.28	0.94	0.94								
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18								
Final Sat.:	211	1066	886	206	2090	82	529	2863	646	541	3246	317								
Capacity Analysis Module:																				
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.25	0.25	0.82	0.25	0.25								
Crit Moves:		****								****										
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58								
Volume/Cap:	1.41	1.41	1.41	1.29	1.29	1.29	0.05	0.43	0.43	1.41	0.43	0.43								
Delay/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0								
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A								
HCM2kAvgQ:	24	24	24	21	21	21	0	4	4	25	4	4								

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Street Name:	Depot Rd								Lassen St								
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1!	0	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	9	1	21	34	0	32	82	910	16	11	936	55								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	9	1	21	34	0	32	82	910	16	11	936	55								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	9	1	21	34	0	32	82	910	16	11	936	55								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	9	1	22	36	0	34	86	958	17	12	985	58								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	9	1	22	36	0	34	86	958	17	12	985	58								
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1655	2205	487	1689	2185	522	1043	xxxx	xxxxx	975	xxxx	xxxxx								
Potent Cap.:	66	45	532	62	46	505	675	xxxx	xxxxx	716	xxxx	xxxxx								
Move Cap.:	55	39	532	52	40	505	675	xxxx	xxxxx	716	xxxx	xxxxx								
Volume/Cap:	0.17	0.03	0.04	0.69	0.00	0.07	0.13	xxxx	xxxx	0.02	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	167.1	xxxx	xxxxx	11.1	xxxx	xxxxx	10.1	xxxx	xxxxx								
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	135	xxxxx	xxxx	xxxx	505	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	40.0	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	E	*	*	*	B	*	*	*	*	*	*								
ApproachDel:	40.0			92.2			xxxxxx			xxxxxx							
ApproachLOS:	E			F			*			*							

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	465	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2568	159	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****				****			
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:	34.8			26.0			12.8			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.8			26.0			12.8			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0	1 0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 33 Level Of Service: A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.2
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1 0	0	0	1 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	40	0	0	40	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	40	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	40	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	42	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	42	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	42	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.02	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.22	0.00	0.00	0.41	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	2.5	0.0	0.0	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	2.5	0.0	0.0	2.4	0.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1		
Optimal Cycle:	40	Level Of Service:	A		

Street Name: Canoga Ave Bus Lane

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0		0 0	0	0 0	
Volume Module:														
Base Vol:	0	779	0	0	722	0	0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	779	0	0	722	0	0	0	0		0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	779	0	0	722	0	0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	820	0	0	760	0	0	0	0		0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	820	0	0	760	0	0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	820	0	0	760	0	0	0	0		0	0	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	1900	0	0	1900	0	0	0	0		0	0	0	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****									
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A		A	A	A	
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0		0	0	0	

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.881
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	189.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	714	185	386	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	714	185	386	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	714	185	386	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	752	195	406	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	752	195	406	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	752	195	406	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.22	0.92	0.92	0.23	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1469	767	770	1160	253	426	2778	720	441	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.92	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.88	1.88	1.88	0.88	0.88	0.88	0.25	0.55	0.55	1.88	0.56	0.56
Delay/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	64	64	64	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name:	Depot Rd									Lassen St					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1! 0	0		1 0	0	1	0	1 0	1	1	0	1 0	1	1	0
Volume Module:																
Base Vol:	65	0	15		42	0	111		56	1396	19		24	1538	71	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	65	0	15		42	0	111		56	1396	19		24	1538	71	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	65	0	15		42	0	111		56	1396	19		24	1538	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	68	0	16		44	0	117		59	1469	20		25	1619	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	68	0	16		44	0	117		59	1469	20		25	1619	75	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2457	3342	745		2559	3314	847		1694	xxxx	xxxxx		1489	xxxx	xxxxx	
Potent Cap.:	16	8	361		13	9	309		382	xxxx	xxxxx		457	xxxx	xxxxx	
Move Cap.:	9	7	361		11	7	309		382	xxxx	xxxxx		457	xxxx	xxxxx	
Volume/Cap:	8.04	0.00	0.04		4.05	0.00	0.38		0.15	xxxx	xxxx		0.06	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		6.7	xxxx	xxxxx		0.5	xxxx	xxxxx		0.2	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		2059	xxxx	xxxxx		16.1	xxxx	xxxxx		13.3	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	*		C	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	10	xxxxx		xxxx	xxxx	309		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	11.9	xxxxx		xxxxx	xxxx	1.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	3893	xxxxx		xxxxx	xxxx	23.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	F	*		*	*	C		*	*	*		*	*	*	
ApproachDel:	3893.3				582.3				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	29	845	26	313	404	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	404	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	404	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	425	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	425	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	425	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	881	1138	96	950	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 45 Level Of Service: A

Street Name:	Busway A									Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ovl			Include			Include			Include					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	0 1	1 0	2	0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00			
Crit Moves:											****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00			
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.65	0.00			
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0			
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A			
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	8	0			

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1 0	0	0 0	1 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	40	0	0	40	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	40	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	40	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	0	42	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	0	42	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	0	42	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.02	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.22	0.00	0.00	0.56	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	3.1	0.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	21.3	0.0	0.0	3.1	0.0	0.0	4.0	0.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	6	0	0	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9		
Optimal Cycle:	71	Level Of Service:	A		

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.5

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.410
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	306	65	660	26	16	683	154	422	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	306	65	660	26	16	683	154	422	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	306	65	660	26	16	683	154	422	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	322	68	695	27	17	719	162	444	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	322	68	695	27	17	719	162	444	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	322	68	695	27	17	719	162	444	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.63	0.63	0.63	0.28	0.92	0.92	0.28	0.94	0.94
Lanes:	0.20	0.98	0.82	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	211	1066	886	206	2090	82	529	2863	646	541	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.25	0.25	0.82	0.25	0.25
Crit Moves:		****								****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.41	1.41	1.41	1.29	1.29	1.29	0.05	0.43	0.43	1.41	0.43	0.43
Delay/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	213.4	213	213.4	160.7	161	160.7	4.6	6.0	6.0	212.7	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	24	24	24	21	21	21	0	4	4	25	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	9	1	21	34	0	32	82	910	16	11	936	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	32	82	910	16	11	936	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	32	82	910	16	11	936	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	34	86	958	17	12	985	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	1	22	36	0	34	86	958	17	12	985	58
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1655	2205	487	1689	2185	522	1043	xxxx	xxxxx	975	xxxx	xxxxx
Potent Cap.:	66	45	532	62	46	505	675	xxxx	xxxxx	716	xxxx	xxxxx
Move Cap.:	55	39	532	52	40	505	675	xxxx	xxxxx	716	xxxx	xxxxx
Volume/Cap:	0.17	0.03	0.04	0.69	0.00	0.07	0.13	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	167.1	xxxx	xxxxx	11.1	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	135	xxxxx	xxxx	xxxx	505	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	40.0	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	B	*	*	*	*	*	*
ApproachDel:	40.0			92.2			xxxxxx			xxxxxx		
ApproachLOS:	E			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	541	465	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	541	465	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	541	465	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	569	489	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	569	489	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	569	489	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.94	0.81	0.25	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	245	2568	159	1074	923	284	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.53	0.53	0.53	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.95	0.95	0.95	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	24.7	24.7	24.7	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	15	15	15	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:	34.8			26.0			12.8			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.8			26.0			12.8			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0	1 0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 33 Level Of Service: A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1030	0	0	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1030	0	0	970	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1030	0	0	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1084	0	0	1021	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1084	0	0	1021	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432				
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1				
Optimal Cycle:	40	Level Of Service:	A				

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.881
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	189.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	18	18	18	18	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	480	225	339	74	49	714	185	386	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	480	225	339	74	49	714	185	386	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	480	225	339	74	49	714	185	386	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	505	237	357	78	52	752	195	406	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	505	237	357	78	52	752	195	406	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	505	237	357	78	52	752	195	406	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.57	0.57	0.57	0.22	0.92	0.92	0.23	0.93	0.93
Lanes:	0.18	1.20	0.62	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	224	1469	767	770	1160	253	426	2778	720	441	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.31	0.31	0.31	0.12	0.27	0.27	0.92	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.88	1.88	1.88	0.88	0.88	0.88	0.25	0.55	0.55	1.88	0.56	0.56
Delay/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	417.3	417	417.3	26.7	26.7	26.7	8.0	9.3	9.3	426.4	9.4	9.4
LOS by Move:	F	F	F	C	C	C	A	A	A	F	A	A
HCM2kAvgQ:	64	64	64	9	9	9	1	6	6	31	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	0	15	42	0	111	56	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	42	0	111	56	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	42	0	111	56	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	44	0	117	59	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	16	44	0	117	59	1469	20	25	1619	75
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2457	3342	745	2559	3314	847	1694	xxxx	xxxxx	1489	xxxx	xxxxx
Potent Cap.:	16	8	361	13	9	309	382	xxxx	xxxxx	457	xxxx	xxxxx
Move Cap.:	9	7	361	11	7	309	382	xxxx	xxxxx	457	xxxx	xxxxx
Volume/Cap:	8.04	0.00	0.04	4.05	0.00	0.38	0.15	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.7	xxxx	xxxxx	0.5	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	2059	xxxx	xxxxx	16.1	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	C	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	10	xxxxx	xxxx	xxxx	309	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	11.9	xxxxx	xxxxx	xxxx	1.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	3893	xxxxx	xxxxx	xxxx	23.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	3893.3			582.3			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	110	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	29	845	26	313	404	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	313	404	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	313	404	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	329	425	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	329	425	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	329	425	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.83	1.08	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3089	95	881	1138	96	950	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.37	0.37	0.37	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.77	0.77	1.00	1.00	1.00	0.28	0.20	0.20	0.02	0.38	1.00
Delay/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	48.6	48.6	48.6	8.5	8.0	8.0	7.2	8.9	47.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	D
HCM2kAvgQ:	9	9	9	13	13	13	1	2	2	0	4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 45 Level Of Service: A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1414	0	0	1691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1414	0	0	1691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1414	0	0	1691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1488	0	0	1780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1488	0	0	1780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.49	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	71	Level Of Service:	A

Street Name:	Canoga Ave						Bus Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Mitigated Alternative 3

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.435
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	117.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	164	1729	96	177	2222	776	336	704	146	89	314	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1729	96	177	2222	776	336	704	146	89	314	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1729	96	177	2222	776	336	704	146	89	314	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	1820	101	186	2339	817	354	741	154	94	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1820	101	186	2339	817	354	741	154	94	331	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1820	101	186	2339	817	354	741	154	94	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.37	0.93	0.93	0.17	1.00	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	4875	271	1805	3610	1615	707	2912	604	319	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.10	0.65	0.51	0.50	0.25	0.25	0.29	0.17	0.10
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.41	0.41	0.11	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.46
Volume/Cap:	1.44	0.92	0.92	0.92	1.44	1.12	1.44	0.73	0.73	0.84	0.50	0.23
Delay/Veh:	278.7	32.6	32.6	81.0	224	96.3	246.9	27.9	27.9	67.9	23.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	278.7	32.6	32.6	81.0	224	96.3	246.9	27.9	27.9	67.9	23.7	14.8
LOS by Move:	F	C	C	F	F	F	F	C	C	E	C	B
HCM2kAvgQ:	13	23	23	9	81	37	25	13	13	5	7	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.358
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	187.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	67	1479	139	147	2096	82	260	583	62	185	518	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1479	139	147	2096	82	260	583	62	185	518	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1479	139	147	2096	82	260	583	62	185	518	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1557	146	155	2206	86	274	614	65	195	545	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	1.92	0.08	1.00	1.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	4680	440	1805	3453	135	1805	3217	342	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.09	0.64	0.64	0.15	0.19	0.19	0.06	0.29	0.11
Crit Moves:					****				****		****	
Green/Cycle:	0.11	0.41	0.41	0.41	0.41	0.41	0.12	0.12	0.12	0.18	0.18	0.29
Volume/Cap:	0.35	0.81	0.81	0.56	1.57	1.57	1.25	1.57	1.57	0.30	1.57	0.37
Delay/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
LOS by Move:	D	C	C	C	F	F	F	F	F	C	F	C
HCM2kAvgQ:	2	17	17	4	88	88	17	28	28	3	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.497
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	143	293	199	342	21	19	802	61	370	928	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	143	293	199	342	21	19	802	61	370	928	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	143	293	199	342	21	19	802	61	370	928	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	151	308	209	360	22	20	844	64	389	977	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	151	308	209	360	22	20	844	64	389	977	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	151	308	209	360	22	20	844	64	389	977	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.54	0.54	0.54	0.21	0.95	0.85	0.26	0.95	0.85
Lanes:	0.15	0.28	0.57	0.35	0.61	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	220	409	838	362	622	38	405	3610	1615	496	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.58	0.58	0.58	0.05	0.23	0.04	0.79	0.27	0.04
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.95	0.95	0.95	1.50	1.50	1.50	0.09	0.45	0.08	1.50	0.52	0.08
Delay/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
LOS by Move:	D	D	D	F	F	F	B	B	B	F	B	B
HCM2kAvgQ:	20	20	20	42	42	42	0	8	1	28	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.1
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	4	14	0	2	0	2	1319	19	25	1316	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	14	0	2	0	2	1319	19	25	1316	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	4	14	0	2	0	2	1319	19	25	1316	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	4	15	0	2	0	2	1388	20	26	1385	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	15	0	2	0	2	1388	20	26	1385	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	4	15	0	2	0	2	1388	20	26	1385	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	1.00	1.00	1.00	0.17	0.95	0.85	0.17	0.95	0.85
Lanes:	0.43	0.57	1.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	708	943	1615	1900	1900	0	321	3610	1615	321	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.38	0.01	0.08	0.38	0.01
Crit Moves:			****					****				
Green/Cycle:	0.10	0.10	0.10	0.00	0.10	0.00	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.04	0.04	0.09	0.00	0.01	0.00	0.01	0.52	0.02	0.11	0.52	0.01
Delay/Veh:	20.5	20.5	20.7	0.0	20.3	0.0	1.7	2.9	1.7	2.0	2.9	1.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.7	0.0	20.3	0.0	1.7	2.9	1.7	2.0	2.9	1.7
LOS by Move:	C	C	C	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	0	0	5	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	141	130	356	181	409	199	71	880	205	205	963	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	130	356	181	409	199	71	880	205	205	963	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	130	356	181	409	199	71	880	205	205	963	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	137	375	191	431	209	75	926	216	216	1014	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	209	75	926	216	216	1014	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	137	375	191	431	209	75	926	216	216	1014	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.85	0.85	0.36	1.00	0.85	0.23	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	334	1606	1606	678	1900	1615	434	3610	1615	492	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.44	0.09	0.23	0.28	0.23	0.13	0.17	0.26	0.13	0.44	0.28	0.10
Crit Moves:	****									****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.97	0.19	0.51	0.61	0.49	0.28	0.38	0.57	0.30	0.97	0.62	0.21
Delay/Veh:	86.9	14.4	17.6	21.9	17.5	15.4	17.5	18.6	15.8	75.3	19.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	14.4	17.6	21.9	17.5	15.4	17.5	18.6	15.8	75.3	19.5	15.1
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	8	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.151
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	80.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	235	1456	164	129	1916	131	328	1099	138	298	961	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1456	164	129	1916	131	328	1099	138	298	961	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1456	164	129	1916	131	328	1099	138	298	961	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	247	1533	173	136	2017	138	345	1157	145	314	1012	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1533	173	136	2017	138	345	1157	145	314	1012	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1533	173	136	2017	138	345	1157	145	314	1012	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.81	0.19	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4807	329	3502	3153	396	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.37	0.37	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.15	0.91	0.91	0.64	1.15	1.15	0.96	1.15	1.15	1.15	0.96	0.20
Delay/Veh:	150.5	34.7	34.7	47.6	103	103.4	75.8	109	109.3	143.3	49.1	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.5	34.7	34.7	47.6	103	103.4	75.8	109	109.3	143.3	49.1	20.4
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	9	34	34	10	20	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.437
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	178.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	1591	289	74	2314	15	93	582	42	646	155	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1591	289	74	2314	15	93	582	42	646	155	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1591	289	74	2314	15	93	582	42	646	155	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1675	304	78	2436	16	98	613	44	680	163	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	304	78	2436	16	98	613	44	680	163	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1675	304	78	2436	16	98	613	44	680	163	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.19	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.05	0.03
Crit Moves:	****			****				****		****		
Green/Cycle:	0.04	0.46	0.71	0.04	0.46	0.46	0.11	0.11	0.11	0.25	0.37	0.37
Volume/Cap:	0.57	1.02	0.27	1.02	1.48	0.02	0.53	1.48	0.24	1.48	0.12	0.08
Delay/Veh:	66.7	59.8	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	59.8	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.7
LOS by Move:	E	E	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	6	98	0	4	26	2	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	18	18	5	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	346	65	660	26	16	681	154	462	777	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	346	65	660	26	16	681	154	462	777	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	346	65	660	26	16	681	154	462	777	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	364	68	695	27	17	717	162	486	818	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	364	68	695	27	17	717	162	486	818	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	364	68	695	27	17	717	162	486	818	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.66	0.66	0.66	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	0.19	0.93	0.88	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	215	1082	1017	215	2188	86	1805	2862	647	1805	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.32	0.32	0.32	0.01	0.25	0.25	0.27	0.25	0.25
Crit Moves:		****						****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.09	0.25	0.25	0.27	0.42	0.42
Volume/Cap:	1.01	1.01	1.01	0.90	0.90	0.90	0.10	1.01	1.01	1.01	0.60	0.60
Delay/Veh:	63.9	63.9	63.9	39.6	39.6	39.6	37.7	67.7	67.7	77.4	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	63.9	63.9	39.6	39.6	39.6	37.7	67.7	67.7	77.4	20.9	20.9
LOS by Move:	E	E	E	D	D	D	D	E	E	E	C	C
HCM2kAvgQ:	19	19	19	15	15	15	0	20	20	20	11	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	9	1	21	34	0	71	120	910	16	11	936	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	71	120	910	16	11	936	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	71	120	910	16	11	936	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	75	126	958	17	12	985	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	22	36	0	75	126	958	17	12	985	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	22	36	0	75	126	958	17	12	985	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.80	1.00	0.85	0.95	0.95	0.95	0.27	0.94	0.94
Lanes:	0.29	0.03	0.68	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	439	49	1025	1520	0	1615	1805	3537	62	513	3386	195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.00	0.05	0.07	0.27	0.27	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.00	0.10	0.14	0.74	0.74	0.60	0.60	0.60
Volume/Cap:	0.22	0.22	0.22	0.24	0.00	0.46	0.49	0.37	0.37	0.04	0.49	0.49
Delay/Veh:	21.4	21.4	21.4	21.5	0.0	23.3	21.2	2.4	2.4	4.2	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	21.5	0.0	23.3	21.2	2.4	2.4	4.2	5.9	5.9
LOS by Move:	C	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	0	2	3	3	3	0	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.290
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	152	1524	126	164	2098	249	124	957	136	197	932	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1524	126	164	2098	249	124	957	136	197	932	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1524	126	164	2098	249	124	957	136	197	932	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	1604	133	173	2208	262	131	1007	143	207	981	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1604	133	173	2208	262	131	1007	143	207	981	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1604	133	173	2208	262	131	1007	143	207	981	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.90	0.90	0.20	0.90	0.90	0.18	0.93	0.93	0.18	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.68	0.32	1.00	1.75	0.25	1.00	1.78	0.22
Final Sat.:	380	4738	392	380	4563	541	346	3101	441	346	3150	399
Capacity Analysis Module:												
Vol/Sat:	0.42	0.34	0.34	0.45	0.48	0.48	0.38	0.32	0.32	0.60	0.31	0.31
Crit Moves:					****					****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.05	0.85	0.85	1.14	1.21	1.21	0.86	0.74	0.74	1.36	0.71	0.71
Delay/Veh:	102.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
LOS by Move:	F	B	B	F	F	F	D	B	B	F	B	B
HCM2kAvgQ:	7	12	12	9	37	37	5	10	10	12	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	387	24	581	465	143	52	156	27	9	113	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	387	24	581	465	143	52	156	27	9	113	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	387	24	581	465	143	52	156	27	9	113	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	407	25	612	489	151	55	164	28	9	119	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	407	25	612	489	151	55	164	28	9	119	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	407	25	612	489	151	55	164	28	9	119	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.16	1.73	0.11	0.98	0.78	0.24	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	244	2555	158	1109	887	273	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.55	0.55	0.55	0.04	0.10	0.10	0.01	0.06	0.27
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.28	0.28	0.99	0.99	0.99	0.15	0.37	0.37	0.03	0.22	0.95
Delay/Veh:	5.9	5.9	5.9	32.4	32.4	32.4	13.7	14.9	14.9	13.1	14.0	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	5.9	5.9	32.4	32.4	32.4	13.7	14.9	14.9	13.1	14.0	48.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	D
HCM2kAvgQ:	2	2	2	17	17	17	1	3	3	0	2	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	32	333	67	69	154	25	52	148	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	32	333	67	69	154	25	52	148	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	32	333	67	69	154	25	52	148	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	34	351	71	73	162	26	55	156	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	34	351	71	73	162	26	55	156	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	34	351	71	73	162	26	55	156	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.09	0.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	51	449	540	44	453	539	381	804	435	380	802	435
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.05	0.77	0.77	0.13	0.19	0.20	0.06	0.14	0.19	0.11
Crit Moves:		****			****				****			
Delay/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	9.4	29.0	29.0	10.0	13.4	12.9	10.7	12.9	12.8	11.2
LOS by Move:	E	E	A	D	D	A	B	B	B	B	B	B
ApproachDel:	34.8			26.0			12.8			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.8			26.0			12.8			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.7	3.7	0.0	2.6	2.6	0.1	0.2	0.2	0.1	0.1	0.2	0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0 1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	801	0	0	684	76	18	0	213	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	1976	xxxx	722	xxxx	xxxx	xxxxx
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	430	xxxx	xxxx	xxxxx
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	430	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	2.7	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.2	xxxx	21.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0	1 0	1	0 0	1 0	1	0 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	51	218	122	81	279	37	63	808	43	149	730	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	218	122	81	279	37	63	808	43	149	730	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	218	122	81	279	37	63	808	43	149	730	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	229	128	85	294	39	66	851	45	157	768	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	229	128	85	294	39	66	851	45	157	768	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	229	128	85	294	39	66	851	45	157	768	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.95	0.37	0.98	0.98	0.36	0.99	0.99	0.15	0.95	0.85
Lanes:	1.00	0.64	0.36	1.00	0.88	0.12	1.00	0.95	0.05	1.00	2.00	1.00
Final Sat.:	701	1152	645	701	1647	218	675	1790	95	279	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.12	0.18	0.18	0.10	0.48	0.48	0.56	0.21	0.09
Crit Moves:		****								****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.35	0.91	0.91	0.55	0.81	0.81	0.16	0.77	0.77	0.91	0.34	0.14
Delay/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
LOS by Move:	B	D	D	C	C	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	10	2	8	8	1	12	12	5	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.494
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	48.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	759	174	193	707	5	38	942	109	305	798	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	759	174	193	707	5	38	942	109	305	798	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	759	174	193	707	5	38	942	109	305	798	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	799	183	203	744	5	40	992	115	321	840	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	799	183	203	744	5	40	992	115	321	840	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	799	183	203	744	5	40	992	115	321	840	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.95	0.85	0.17	0.95	0.85	0.28	0.95	0.85	0.23	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	383	3610	1615	327	3610	1615	535	3610	1615	434	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.22	0.11	0.62	0.21	0.00	0.07	0.27	0.07	0.74	0.23	0.08
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.85	0.53	0.27	1.49	0.50	0.01	0.15	0.55	0.14	1.49	0.47	0.16
Delay/Veh:	57.1	20.1	17.5	283.2	19.6	15.4	12.7	16.2	12.4	268.0	15.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	20.1	17.5	283.2	19.6	15.4	12.7	16.2	12.4	268.0	15.2	12.6
LOS by Move:	E	C	B	F	B	B	B	B	B	F	B	B
HCM2kAvgQ:	6	9	3	16	8	0	1	10	2	24	8	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	154.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	74	1437	126	126	2096	403	327	895	63	125	870	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1437	126	126	2096	403	327	895	63	125	870	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1437	126	126	2096	403	327	895	63	125	870	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1513	133	133	2206	424	344	942	66	132	916	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.97	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.78	0.22
Final Sat.:	1805	4712	413	1805	4246	816	1836	4797	338	1805	4753	377
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.07	0.52	0.52	0.19	0.20	0.20	0.07	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.41	0.41	0.34	0.34	0.34	0.16	0.16	0.16	0.13	0.16	0.16
Volume/Cap:	0.27	0.79	0.79	0.49	1.52	1.52	1.20	1.25	1.25	0.57	1.20	1.20
Delay/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
LOS by Move:	C	C	C	B	F	F	F	F	F	C	F	F
HCM2kAvgQ:	2	14	14	3	64	64	18	21	21	4	19	19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	241	255	92	309	79	41	426	25	241	556	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	241	255	92	309	79	41	426	25	241	556	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	241	255	92	309	79	41	426	25	241	556	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	254	268	97	325	83	43	448	26	254	585	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	254	268	97	325	83	43	448	26	254	585	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	254	268	97	325	83	43	448	26	254	585	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.86	0.86	0.85	0.39	0.95	0.85	0.48	0.95	0.85
Lanes:	0.04	0.96	1.00	0.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1793	1615	376	1262	1615	743	3610	1615	918	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.17	0.26	0.26	0.05	0.06	0.12	0.02	0.28	0.16	0.07
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.35	0.41	0.64	0.64	0.13	0.13	0.29	0.04	0.64	0.37	0.16
Delay/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	3	6	6	1	1	3	0	4	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	29	703	186	82	1048	14	95	631	117	362	804	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	703	186	82	1048	14	95	631	117	362	804	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	703	186	82	1048	14	95	631	117	362	804	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	740	196	86	1103	15	100	664	123	381	846	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	740	196	86	1103	15	100	664	123	381	846	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	740	196	86	1103	15	100	664	123	381	846	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.20	0.95	0.85	0.28	0.95	0.85	0.36	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	264	3610	1615	384	3610	1615	532	3610	1615	676	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.12	0.22	0.31	0.01	0.19	0.18	0.08	0.56	0.23	0.19
Crit Moves:					****					****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.36	0.64	0.38	0.70	0.95	0.03	0.32	0.31	0.13	0.95	0.40	0.32
Delay/Veh:	26.1	27.4	24.1	43.5	46.5	21.0	9.9	9.3	8.2	50.4	10.0	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	27.4	24.1	43.5	46.5	21.0	9.9	9.3	8.2	50.4	10.0	9.5
LOS by Move:	C	C	C	D	D	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	4	4	21	0	2	5	2	15	7	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1340	95	247	1751	117	76	817	31	94	1432	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1411	100	260	1843	123	80	860	33	99	1507	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.13	0.90	0.90	0.33	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	255	4795	340	255	4818	322	623	3610	1615	623	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	1.02	0.38	0.38	0.13	0.24	0.02	0.16	0.42	0.09
Crit Moves:				****							****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.31	0.49	0.49	1.71	0.64	0.64	0.53	0.98	0.08	0.65	1.71	0.39
Delay/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
LOS by Move:	A	A	A	F	A	A	B	D	B	C	F	B
HCM2kAvgQ:	1	5	5	19	8	8	2	13	0	3	55	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	38	166	125	86	355	161	138	1139	69	119	1204	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	166	125	86	355	161	138	1139	69	119	1204	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	166	125	86	355	161	138	1139	69	119	1204	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	175	132	91	374	169	145	1199	73	125	1267	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.15	0.90	0.90	0.16	0.90	0.90
Lanes:	0.12	0.50	0.38	0.14	0.59	0.27	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	181	791	595	227	936	425	276	4847	294	296	4950	206
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.40	0.40	0.53	0.25	0.25	0.42	0.26	0.26
Crit Moves:					****		****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.56	0.56	0.56	1.01	1.01	1.01	1.01	0.47	0.47	0.81	0.49	0.49
Delay/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
LOS by Move:	C	C	C	E	E	E	F	B	B	D	B	B
HCM2kAvgQ:	9	9	9	27	27	27	8	9	9	5	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	1.158
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	35.4
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	769	104	81	1382	104	160	1121	55	175	1198	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	809	109	85	1455	109	168	1180	58	184	1261	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.95	0.85	0.22	0.95	0.85	0.16	0.90	0.90	0.16	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	211	3610	1615	420	3610	1615	300	4910	241	312	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.46	0.22	0.07	0.20	0.40	0.07	0.56	0.24	0.24	0.59	0.24	0.08
Crit Moves:	****									****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	1.16	0.56	0.17	0.51	1.01	0.17	1.10	0.47	0.47	1.16	0.48	0.16
Delay/Veh:	173.8	21.3	17.5	22.8	52.0	17.5	123.8	14.3	14.3	142.3	14.4	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.8	21.3	17.5	22.8	52.0	17.5	123.8	14.3	14.3	142.3	14.4	11.8
LOS by Move:	F	C	B	C	D	B	F	B	B	F	B	B
HCM2kAvgQ:	7	9	2	3	29	2	10	8	8	11	8	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	101	Level Of Service:	C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0 2	1	0	2 0 2	1	0	2 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1002	47	84	1572	183	386	659	24	131	1041	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1055	49	88	1655	193	406	694	25	138	1096	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.87	0.13	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.87	0.13
Final Sat.:	3502	4920	231	3502	4572	532	3502	4980	181	3502	4924	227
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.36	0.36	0.00	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.41	0.41	0.17	0.28	0.28	0.10	0.25	0.25
Volume/Cap:	0.22	0.58	0.58	0.29	0.89	0.89	0.68	0.50	0.50	0.39	0.89	0.89
Delay/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	1	10	10	2	23	23	7	7	7	2	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.434
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	52.8
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	51	180	63	66	440	57	58	1321	58	207	1326	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	180	63	66	440	57	58	1321	58	207	1326	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	180	63	66	440	57	58	1321	58	207	1326	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	189	66	69	463	60	61	1391	61	218	1396	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	189	66	69	463	60	61	1391	61	218	1396	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	189	66	69	463	60	61	1391	61	218	1396	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.86	0.86	0.86	0.14	0.95	0.85	0.14	0.95	0.85
Lanes:	0.22	0.78	1.00	0.12	0.78	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	274	967	1615	192	1283	166	258	3610	1615	258	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.36	0.36	0.36	0.24	0.39	0.04	0.84	0.39	0.05
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.78	0.78	0.16	1.43	1.43	1.43	0.40	0.65	0.06	1.43	0.66	0.09
Delay/Veh:	29.2	29.2	14.8	227.4	227	227.4	7.3	7.6	4.4	239.0	7.7	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	29.2	14.8	227.4	227	227.4	7.3	7.6	4.4	239.0	7.7	4.5
LOS by Move:	C	C	B	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	1	34	34	34	1	9	0	14	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.659
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	132	805	103	143	1375	92	134	1099	223	176	1352	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	805	103	143	1375	92	134	1099	223	176	1352	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	805	103	143	1375	92	134	1099	223	176	1352	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	847	108	151	1447	97	141	1157	235	185	1423	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	847	108	151	1447	97	141	1157	235	185	1423	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	847	108	151	1447	97	141	1157	235	185	1423	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.95	0.85	0.22	0.95	0.85	0.09	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	198	3610	1615	415	3610	1615	174	3610	1615	255	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.70	0.23	0.07	0.36	0.40	0.06	0.81	0.32	0.15	0.73	0.39	0.12
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.66	0.55	0.16	0.86	0.95	0.14	1.66	0.66	0.30	1.49	0.81	0.24
Delay/Veh:	369.1	20.0	16.2	55.3	37.7	16.0	365.6	18.3	14.0	280.6	22.4	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	369.1	20.0	16.2	55.3	37.7	16.0	365.6	18.3	14.0	280.6	22.4	13.5
LOS by Move:	F	C	B	E	D	B	F	B	B	F	C	B
HCM2kAvgQ:	12	10	2	6	26	2	12	13	4	15	19	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.223
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	152.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	921	177	117	1570	192	162	1162	117	201	1595	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	969	186	123	1653	202	171	1223	123	212	1679	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.55	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4246	816	1805	4548	556	1045	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.36	0.36	0.16	0.34	0.08	0.12	0.47	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.66	0.76	0.76	0.47	1.41	1.41	0.77	1.29	0.29	0.88	1.41	0.16
Delay/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
LOS by Move:	D	C	C	C	F	F	D	F	C	E	F	B
HCM2kAvgQ:	5	11	11	3	42	42	6	35	2	8	54	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	40	906	25	63	1649	31	42	100	29	113	263	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	906	25	63	1649	31	42	100	29	113	263	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	906	25	63	1649	31	42	100	29	113	263	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	954	26	66	1736	33	44	105	31	119	277	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	954	26	66	1736	33	44	105	31	119	277	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	954	26	66	1736	33	44	105	31	119	277	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.95	0.85	0.25	0.95	0.85	0.28	0.97	0.97	0.82	0.82	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	141	3610	1615	466	3610	1615	528	1423	413	469	1092	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.26	0.02	0.14	0.48	0.02	0.08	0.07	0.07	0.25	0.25	0.08
Crit Moves:					****						****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.50	0.44	0.03	0.24	0.81	0.03	0.27	0.24	0.24	0.81	0.81	0.26
Delay/Veh:	15.2	10.1	7.5	9.0	16.4	7.5	23.9	23.0	23.0	37.8	37.8	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	10.1	7.5	9.0	16.4	7.5	23.9	23.0	23.0	37.8	37.8	23.3
LOS by Move:	B	B	A	A	B	A	C	C	C	D	D	C
HCM2kAvgQ:	1	8	0	1	21	0	1	3	3	12	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 Level Of Service: E

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	166	130	66	630	45	57	1169	107	382	1520	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	166	130	66	630	45	57	1169	107	382	1520	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	166	130	66	630	45	57	1169	107	382	1520	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	175	137	69	663	47	60	1231	113	402	1600	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.89	0.89	0.38	0.94	0.94	0.12	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	1.12	0.88	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	519	1891	1481	730	3336	238	236	3610	1615	384	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.10	0.20	0.20	0.25	0.34	0.07	1.05	0.44	0.02
Crit Moves:					****					****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	1.13	0.63	0.63	0.65	1.35	1.35	0.33	0.44	0.09	1.35	0.57	0.03
Delay/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
LOS by Move:	F	D	D	D	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	6	3	26	26	1	7	1	27	11	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.392
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: 120 Level Of Service: D

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	870	122	140	1384	156	82	1237	51	188	1655	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	916	128	147	1457	164	86	1302	54	198	1742	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.14	0.95	0.85	0.06	0.95	0.85	0.15	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	259	3610	1615	259	3610	1615	121	3610	1615	281	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.08	0.57	0.40	0.10	0.71	0.36	0.03	0.71	0.48	0.10
Crit Moves:				****			****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.61	0.62	0.19	1.39	0.99	0.25	1.20	0.71	0.07	1.38	0.94	0.19
Delay/Veh:	32.9	24.3	19.1	253.5	49.8	19.7	193.6	19.9	12.4	232.3	33.6	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	24.3	19.1	253.5	49.8	19.7	193.6	19.9	12.4	232.3	33.6	13.3
LOS by Move:	C	C	B	F	D	B	F	B	B	F	C	B
HCM2kAvgQ:	3	12	3	12	30	3	7	17	1	15	32	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 120 Level Of Service: F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.89	0.89	0.13	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.58	0.42	1.00	2.65	0.35	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	154	4365	713	243	4509	590	1805	4837	303	1805	4712	413
Capacity Analysis Module:												
Vol/Sat:	0.62	0.27	0.27	0.63	0.36	0.36	0.08	0.28	0.28	0.13	0.42	0.42
Crit Moves:				****			****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.26	0.26	0.12	0.33	0.33
Volume/Cap:	1.27	0.55	0.55	1.28	0.73	0.73	1.28	1.08	1.08	1.08	1.28	1.28
Delay/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
LOS by Move:	F	B	B	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	8	11	11	11	17	17	10	26	26	13	47	47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 119 Level Of Service: C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	207	153	105	816	123	99	1052	110	208	890	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	207	153	105	816	123	99	1052	110	208	890	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	207	153	105	816	123	99	1052	110	208	890	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	218	161	111	859	129	104	1107	116	219	937	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	218	161	111	859	129	104	1107	116	219	937	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	218	161	111	859	129	104	1107	116	219	937	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.85	0.61	0.93	0.93	0.26	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	555	3610	1615	1155	3074	463	496	3610	1615	380	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.10	0.10	0.28	0.28	0.21	0.31	0.07	0.58	0.26	0.07
Crit Moves:					****					****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.46	0.22	0.36	0.35	1.02	1.02	0.37	0.54	0.13	1.02	0.46	0.12
Delay/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
LOS by Move:	B	B	B	B	D	D	A	A	A	E	A	A
HCM2kAvgQ:	2	2	2	2	16	16	1	6	1	9	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	46	872	68	95	1172	74	66	934	88	241	1054	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	872	68	95	1172	74	66	934	88	241	1054	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	872	68	95	1172	74	66	934	88	241	1054	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	918	72	100	1234	78	69	983	93	254	1109	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.91	0.85	0.21	0.95	0.85	0.19	0.95	0.85	0.23	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	184	5187	1615	401	3610	1615	353	3610	1615	431	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.18	0.04	0.25	0.34	0.05	0.20	0.27	0.06	0.59	0.31	0.11
Crit Moves:					****					****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.77	0.52	0.13	0.73	1.00	0.14	0.33	0.46	0.10	1.00	0.52	0.18
Delay/Veh:	77.2	31.7	27.2	52.1	64.0	27.3	13.5	14.0	10.7	79.8	14.8	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	31.7	27.2	52.1	64.0	27.3	13.5	14.0	10.7	79.8	14.8	11.4
LOS by Move:	E	C	C	D	E	C	B	B	B	E	B	B
HCM2kAvgQ:	3	10	2	5	30	2	2	11	1	14	13	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.333
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	102.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.90	0.90	0.13	0.89	0.89	0.95	0.95	0.85	0.70	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	184	4549	555	241	4508	591	1805	3610	1615	1328	3131	414
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.26	0.68	0.41	0.41	0.06	0.34	0.04	0.21	0.41	0.41
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.72	0.57	0.57	1.49	0.90	0.90	0.42	1.20	0.15	0.88	1.49	1.49
Delay/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
LOS by Move:	D	B	B	F	C	C	D	F	C	D	F	F
HCM2kAvgQ:	3	10	10	13	24	24	3	34	1	11	53	53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	40	236	71	175	880	92	32	1375	124	268	955	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	236	71	175	880	92	32	1375	124	268	955	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	236	71	175	880	92	32	1375	124	268	955	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	248	75	184	926	97	34	1447	131	282	1005	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.05	0.00	0.26	0.06	0.02	0.28	0.08	0.16	0.19	0.06
Crit Moves:	****			****				****		****		
Green/Cycle:	0.08	0.19	0.19	0.16	0.31	0.31	0.18	0.33	0.33	0.34	0.34	0.51
Volume/Cap:	0.29	0.36	0.24	0.62	0.83	0.19	0.10	0.83	0.24	0.68	0.56	0.13
Delay/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
LOS by Move:	D	D	C	D	D	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	2	6	16	2	1	17	3	9	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.334
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	84.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	124	925	135	231	1343	94	94	811	229	301	1213	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	925	135	231	1343	94	94	811	229	301	1213	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	925	135	231	1343	94	94	811	229	301	1213	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	974	142	243	1414	99	99	854	241	317	1277	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.89	0.89	0.95	0.90	0.90	0.88	0.88	0.88	0.44	0.91	0.85
Lanes:	1.00	2.62	0.38	1.00	2.80	0.20	1.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	203	4440	648	1805	4799	336	1669	3911	1104	836	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.64	0.22	0.22	0.13	0.29	0.29	0.06	0.22	0.22	0.38	0.25	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.47	0.47	0.47	0.10	0.57	0.57	0.22	0.16	0.16	0.34	0.24	0.34
Volume/Cap:	1.36	0.47	0.47	1.34	0.51	0.51	0.62	1.34	1.34	1.05	1.02	0.35
Delay/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
LOS by Move:	F	C	C	F	B	B	D	F	F	F	E	C
HCM2kAvgQ:	11	10	10	19	12	12	4	29	29	18	24	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	139	0	360	0	0	0	0	1419	48	79	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	360	0	0	0	0	1419	48	79	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	360	0	0	0	0	1419	48	79	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	379	0	0	0	0	1494	51	83	1246	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.11	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4992	169	215	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.23	0.00	0.00	0.00	0.00	0.30	0.30	0.39	0.24	0.00
Crit Moves:			****							****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.28	0.00	0.67	0.00	0.00	0.00	0.00	0.51	0.51	0.67	0.41	0.00
Delay/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
LOS by Move:	C	A	D	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	4	0	13	0	0	0	0	12	12	3	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.54	0.46	1.00	2.68	0.32	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1805	4292	775	1805	4562	542	3502	4917	234	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.41	0.41	0.00	0.26	0.26	0.00	0.33	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.35	0.35	0.09	0.40	0.40	0.05	0.25	0.25	0.21	0.38	0.38
Volume/Cap:	0.61	0.77	0.77	0.77	1.05	1.05	0.55	1.05	1.05	0.88	0.88	0.18
Delay/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
LOS by Move:	E	D	D	E	E	E	E	F	F	E	D	C
HCM2kAvgQ:	4	18	18	7	38	38	3	26	26	15	25	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	346	83	130	843	128	154	625	78	53	234	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	346	83	130	843	128	154	625	78	53	234	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	346	83	130	843	128	154	625	78	53	234	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	364	87	137	887	135	162	658	82	56	246	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	87	137	887	135	162	658	82	56	246	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	87	137	887	135	162	658	82	56	246	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.48	0.93	0.93	0.52	0.93	0.93	0.26	0.90	0.90
Lanes:	1.00	1.61	0.39	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.33	0.67
Final Sat.:	380	2827	678	910	3071	466	980	3155	394	485	2286	1143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.15	0.29	0.29	0.17	0.21	0.21	0.12	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.12	0.26	0.26	0.30	0.57	0.57	0.46	0.57	0.57	0.32	0.30	0.30
Delay/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	3	3	2	8	8	3	7	7	1	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	10	10	10	5	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	149	1238	82	69	1404	184	131	339	179	58	169	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1238	82	69	1404	184	131	339	179	58	169	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1238	82	69	1404	184	131	339	179	58	169	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1303	86	73	1478	194	138	357	188	61	178	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.12	0.89	0.89	0.95	0.90	0.90	0.24	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.65	0.35	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	1805	4821	319	236	4508	591	1805	2240	1183	448	2242	1181
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.31	0.33	0.33	0.08	0.16	0.16	0.14	0.08	0.08
Crit Moves:	****				****		****			****		
Green/Cycle:	0.12	0.56	0.56	0.44	0.44	0.44	0.10	0.31	0.31	0.21	0.21	0.21
Volume/Cap:	0.75	0.49	0.49	0.70	0.74	0.74	0.74	0.51	0.51	0.66	0.38	0.38
Delay/Veh:	64.8	16.3	16.3	46.4	29.4	29.4	67.4	34.4	34.4	59.4	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	16.3	16.3	46.4	29.4	29.4	67.4	34.4	34.4	59.4	41.3	41.3
LOS by Move:	E	B	B	D	C	C	E	C	C	E	D	D
HCM2kAvgQ:	7	11	11	4	20	20	7	9	9	3	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.8
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	27	232	74	112	929	99	100	740	213	211	460	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	232	74	112	929	99	100	740	213	211	460	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	232	74	112	929	99	100	740	213	211	460	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	244	78	118	978	104	105	779	224	222	484	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	244	78	118	978	104	105	779	224	222	484	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	244	78	118	978	104	105	779	224	222	484	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.55	0.94	0.94	0.46	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	2638	842	1051	3217	343	866	3610	1615	555	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.11	0.30	0.30	0.12	0.22	0.14	0.40	0.13	0.08
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.25	0.25	0.30	0.81	0.81	0.25	0.44	0.28	0.81	0.27	0.15
Delay/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
LOS by Move:	B	B	B	B	C	C	A	B	A	C	A	A
HCM2kAvgQ:	1	2	2	2	12	12	1	5	3	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	151	1276	81	130	1240	241	99	453	133	104	489	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1276	81	130	1240	241	99	453	133	104	489	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1276	81	130	1240	241	99	453	133	104	489	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1343	85	137	1305	254	104	477	140	109	515	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.90	0.90	0.16	0.95	0.85	0.21	0.92	0.92	0.19	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	283	4833	307	309	3610	1615	390	2696	791	362	3043	492
Capacity Analysis Module:												
Vol/Sat:	0.56	0.28	0.28	0.44	0.36	0.16	0.27	0.18	0.18	0.30	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.93	0.46	0.46	0.73	0.60	0.26	0.82	0.54	0.54	0.93	0.52	0.52
Delay/Veh:	68.8	12.9	12.9	30.1	15.0	11.1	69.5	33.6	33.6	99.0	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	12.9	12.9	30.1	15.0	11.1	69.5	33.6	33.6	99.0	33.2	33.2
LOS by Move:	E	B	B	C	B	B	E	C	C	F	C	C
HCM2kAvgQ:	8	10	10	5	16	4	6	10	10	7	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1371	97	109	2342	167	110	453	165	130	489	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538
Capacity Analysis Module:												
Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	1	0 0	0 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1900	0	0	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	0 0	0	0	0 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	0	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.9
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Canoga Ave									Bus Lane		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	5	5	5	5	5	0	0	0	5	5	0
Lanes:	0 0	1	0 1	0 0	1	0 0	0 0	0	0 0	1	0 0	0 0
Volume Module:												
Base Vol:	0	819	0	0	762	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	819	0	0	762	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	819	0	0	762	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	862	0	0	802	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	862	0	0	802	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	862	0	0	802	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1900	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.1	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	113	Level Of Service:	C

Street Name:	Canoga Ave									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	0
Lanes:	0 0	2	1 0	1 0	2	0 0	0 0	0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1182	35	20	1648	0	0	0	0	35	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1182	35	20	1648	0	0	0	0	35	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1182	35	20	1648	0	0	0	0	35	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1244	37	21	1735	0	0	0	0	37	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1244	37	21	1735	0	0	0	0	37	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1244	37	21	1735	0	0	0	0	37	0	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5018	149	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.01	0.48	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:					****					****		
Green/Cycle:	0.00	0.28	0.28	0.53	0.81	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Volume/Cap:	0.00	0.87	0.87	0.02	0.59	0.00	0.00	0.00	0.00	0.46	0.00	0.29
Delay/Veh:	0.0	44.5	44.5	12.6	4.1	0.0	0.0	0.0	0.0	56.9	0.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.5	44.5	12.6	4.1	0.0	0.0	0.0	0.0	56.9	0.0	54.6
LOS by Move:	A	D	D	B	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	19	19	0	12	0	0	0	0	2	0	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.352
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	151.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	38	2865	44	125	1983	273	480	361	58	113	213	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2865	44	125	1983	273	480	361	58	113	213	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2865	44	125	1983	273	480	361	58	113	213	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3016	46	132	2087	287	505	380	61	119	224	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.52	0.93	0.93	0.45	1.00	0.85
Lanes:	1.00	2.95	0.05	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1805	5098	78	1805	3610	1615	996	3045	489	849	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.07	0.58	0.18	0.51	0.12	0.12	0.14	0.12	0.28
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.44	0.44	0.06	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.43
Volume/Cap:	0.40	1.35	1.35	1.31	1.32	0.41	1.35	0.33	0.33	0.37	0.32	0.66
Delay/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
LOS by Move:	D	F	F	F	F	B	F	C	C	C	C	C
HCM2kAvgQ:	2	68	68	10	65	6	32	5	5	3	4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.310
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	136.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	58	2754	384	211	1605	109	170	403	34	399	340	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	2754	384	211	1605	109	170	403	34	399	340	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	2754	384	211	1605	109	170	403	34	399	340	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	2899	404	222	1689	115	179	424	36	420	358	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2899	404	222	1689	115	179	424	36	420	358	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2899	404	222	1689	115	179	424	36	420	358	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.34	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.84	0.16	2.00	1.00	1.00
Final Sat.:	1805	4470	623	648	3347	227	1805	3289	277	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.65	0.65	0.34	0.50	0.50	0.10	0.13	0.13	0.12	0.19	0.26
Crit Moves:		****		****					****		****	
Green/Cycle:	0.11	0.48	0.48	0.46	0.46	0.46	0.11	0.11	0.11	0.14	0.14	0.23
Volume/Cap:	0.30	1.35	1.35	0.89	1.10	1.10	0.89	1.16	1.16	0.86	1.35	1.14
Delay/Veh:	37.7	184	183.6	45.3	77.7	77.7	75.0	137	136.8	52.1	219	123.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	184	183.6	45.3	77.7	77.7	75.0	137	136.8	52.1	219	123.5
LOS by Move:	D	F	F	D	E	E	E	F	F	D	F	F
HCM2kAvgQ:	2	73	73	9	41	41	8	14	14	9	24	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.414
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	658	334	113	115	34	20	919	43	164	1222	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	658	334	113	115	34	20	919	43	164	1222	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	658	334	113	115	34	20	919	43	164	1222	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	693	352	119	121	36	21	967	45	173	1286	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	693	352	119	121	36	21	967	45	173	1286	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	693	352	119	121	36	21	967	45	173	1286	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.40	0.40	0.40	0.11	0.95	0.85	0.16	0.95	0.85
Lanes:	0.12	0.59	0.29	0.43	0.44	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	207	966	490	328	333	99	207	3610	1615	302	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.36	0.36	0.36	0.10	0.27	0.03	0.57	0.36	0.11
Crit Moves:		****								****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.41	1.41	1.41	0.72	0.72	0.72	0.25	0.66	0.07	1.41	0.88	0.27
Delay/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
LOS by Move:	F	F	F	C	C	C	B	C	B	F	C	B
HCM2kAvgQ:	77	77	77	8	8	8	1	12	1	13	21	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.1
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	27	3	115	14	3	75	80	1090	35	31	1240	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	3	115	14	3	75	80	1090	35	31	1240	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	115	14	3	75	80	1090	35	31	1240	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	3	121	15	3	79	84	1147	37	33	1305	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	3	121	15	3	79	84	1147	37	33	1305	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	3	121	15	3	79	84	1147	37	33	1305	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.74	0.86	0.86	0.18	0.95	0.85	0.22	0.95	0.85
Lanes:	0.90	0.10	1.00	1.00	0.04	0.96	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1207	134	1615	1410	63	1564	338	3610	1615	420	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.07	0.01	0.05	0.05	0.25	0.32	0.02	0.08	0.36	0.01
Crit Moves:			****								****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.16	0.16	0.52	0.07	0.35	0.35	0.36	0.46	0.03	0.11	0.52	0.02
Delay/Veh:	19.1	19.1	21.9	18.7	20.2	20.2	4.0	3.5	2.4	2.7	3.8	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	21.9	18.7	20.2	20.2	4.0	3.5	2.4	2.7	3.8	2.4
LOS by Move:	B	B	C	B	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	3	0	2	2	1	5	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	160	415	315	175	129	166	149	971	126	91	1033	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	415	315	175	129	166	149	971	126	91	1033	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	415	315	175	129	166	149	971	126	91	1033	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	437	332	184	136	175	157	1022	133	96	1087	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	437	332	184	136	175	157	1022	133	96	1087	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	437	332	184	136	175	157	1022	133	96	1087	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.89	0.89	0.26	1.00	0.85	0.17	0.95	0.85	0.19	0.95	0.85
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1232	1919	1456	495	1900	1615	318	3610	1615	360	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.37	0.07	0.11	0.49	0.28	0.08	0.27	0.30	0.08
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.35	0.58	0.58	0.95	0.18	0.28	0.95	0.55	0.16	0.51	0.58	0.16
Delay/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
LOS by Move:	B	C	C	E	B	B	E	B	B	B	B	B
HCM2kAvgQ:	3	9	9	9	2	3	8	10	2	3	11	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.153
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	91.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	152	2285	198	233	1449	228	340	992	106	143	935	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	2285	198	233	1449	228	340	992	106	143	935	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	2285	198	233	1449	228	340	992	106	143	935	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	2405	208	245	1525	240	358	1044	112	151	984	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2405	208	245	1525	240	358	1044	112	151	984	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	2405	208	245	1525	240	358	1044	112	151	984	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.76	0.24	2.00	2.59	0.41	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	3502	4716	409	3502	4392	691	3502	3213	343	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.07	0.35	0.35	0.10	0.33	0.33	0.04	0.27	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.43	0.43	0.06	0.42	0.42	0.09	0.28	0.28	0.06	0.24	0.30
Volume/Cap:	0.67	1.18	1.18	1.18	0.82	0.82	1.13	1.18	1.18	0.77	1.13	0.39
Delay/Veh:	48.4	112	111.8	162.0	25.5	25.5	132.5	124	124.5	59.3	108	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	112	111.8	162.0	25.5	25.5	132.5	124	124.5	59.3	108	25.5
LOS by Move:	D	F	F	F	C	C	F	F	F	E	F	C
HCM2kAvgQ:	4	47	47	9	18	18	11	32	32	4	26	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.432
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	160.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	2659	320	180	1981	33	95	378	51	430	353	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2659	320	180	1981	33	95	378	51	430	353	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	2659	320	180	1981	33	95	378	51	430	353	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	2799	337	189	2085	35	100	398	54	453	372	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2799	337	189	2085	35	100	398	54	453	372	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2799	337	189	2085	35	100	398	54	453	372	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	0.21	0.10	0.58	0.02	0.06	0.11	0.03	0.25	0.10	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.52	0.69	0.07	0.53	0.53	0.11	0.11	0.11	0.17	0.28	0.28
Volume/Cap:	1.08	1.49	0.30	1.49	1.08	0.04	0.57	1.02	0.31	1.49	0.37	0.44
Delay/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
LOS by Move:	F	F	A	F	E	B	E	F	D	F	D	D
HCM2kAvgQ:	8	113	5	16	55	1	4	12	2	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.366
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	140.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	18	18	5	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	520	225	339	74	49	713	185	426	759	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	520	225	339	74	49	713	185	426	759	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	520	225	339	74	49	713	185	426	759	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	547	237	357	78	52	751	195	448	799	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	547	237	357	78	52	751	195	448	799	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	547	237	357	78	52	751	195	448	799	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	0.52	0.52	0.52	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	0.18	1.16	0.66	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	222	1455	823	701	1056	230	1805	2777	721	1805	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.34	0.34	0.34	0.03	0.27	0.27	0.25	0.27	0.27
Crit Moves:		****						****		****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.20	0.20	0.18	0.32	0.32
Volume/Cap:	1.37	1.37	1.37	0.70	0.70	0.70	0.45	1.35	1.35	1.37	0.87	0.87
Delay/Veh:	195.1	195	195.1	20.3	20.3	20.3	43.3	203	203.3	221.8	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.1	195	195.1	20.3	20.3	20.3	43.3	203	203.3	221.8	36.3	36.3
LOS by Move:	F	F	F	C	C	C	D	F	F	F	D	D
HCM2kAvgQ:	55	55	55	9	9	9	2	32	32	29	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	41	0	149	96	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	41	0	149	96	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	41	0	149	96	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	43	0	157	101	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	16	43	0	157	101	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	16	43	0	157	101	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	1.00	0.56	0.80	1.00	0.85	0.95	0.95	0.95	0.13	0.94	0.94
Lanes:	0.81	0.00	0.19	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	864	0	199	1526	0	1615	1805	3554	48	247	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.10	0.06	0.41	0.41	0.10	0.47	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.00	0.13	0.13	0.00	0.13	0.10	0.71	0.71	0.61	0.61	0.61
Volume/Cap:	0.63	0.00	0.63	0.22	0.00	0.77	0.56	0.58	0.58	0.17	0.77	0.77
Delay/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.8	3.8	4.7	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.8	3.8	4.7	8.8	8.8
LOS by Move:	C	A	C	C	A	D	C	A	A	A	A	A
HCM2kAvgQ:	2	0	2	1	0	4	2	7	7	0	12	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.366
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	67.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2349	243	101	1591	114	207	1134	121	124	750	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	2473	256	106	1675	120	218	1194	127	131	789	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.18	0.90	0.90	0.21	0.94	0.94	0.20	0.93	0.93
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	350	4635	479	350	4792	343	393	3216	343	374	3057	481
Capacity Analysis Module:												
Vol/Sat:	0.59	0.53	0.53	0.30	0.35	0.35	0.55	0.37	0.37	0.35	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.37	1.23	1.23	0.70	0.80	0.80	1.37	0.91	0.91	0.86	0.64	0.64
Delay/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
LOS by Move:	F	F	F	C	B	B	F	C	C	D	B	B
HCM2kAvgQ:	13	42	42	3	11	11	13	15	15	5	7	7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.053
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0	1	0	1	0	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	29	845	26	353	404	34	118	148	21	9	323	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	845	26	353	404	34	118	148	21	9	323	760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	845	26	353	404	34	118	148	21	9	323	760
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	889	27	372	425	36	124	156	22	9	340	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	889	27	372	425	36	124	156	22	9	340	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	889	27	372	425	36	124	156	22	9	340	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.56	0.56	0.56	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.89	1.02	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	106	3082	95	954	1092	92	954	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.39	0.39	0.39	0.13	0.10	0.10	0.01	0.18	0.50
Crit Moves:					****							****
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.78	0.78	0.78	1.05	1.05	1.05	0.28	0.20	0.20	0.02	0.38	1.05
Delay/Veh:	17.3	17.3	17.3	62.7	62.7	62.7	8.4	7.9	7.9	7.1	8.8	60.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	17.3	62.7	62.7	62.7	8.4	7.9	7.9	7.1	8.8	60.8
LOS by Move:	B	B	B	E	E	E	A	A	A	A	A	E
HCM2kAvgQ:	9	9	9	15	15	15	1	2	2	0	4	24

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.672
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	157.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	0	1	1
Volume Module:												
Base Vol:	24	743	40	100	301	17	28	173	40	11	239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	100	301	17	28	173	40	11	239	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	100	301	17	28	173	40	11	239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	105	317	18	29	182	42	12	252	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	105	317	18	29	182	42	12	252	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	105	317	18	29	182	42	12	252	68
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	15	468	514	116	350	510	368	777	419	378	800	433
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	0.08	0.91	0.91	0.04	0.08	0.23	0.10	0.03	0.31	0.16
Crit Moves:		****			****			****			****	
Delay/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.9	330	10.0	48.3	48.3	9.8	13.0	14.3	11.8	12.2	15.2	12.2
LOS by Move:	F	F	B	E	E	A	B	B	B	B	C	B
ApproachDel:	314.0			46.8			13.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	314.0			46.8			13.7			14.5		
LOS by Appr:	F			E			B			B		
AllWayAvgQ:	42.9	42.9	0.1	4.9	4.9	0.0	0.1	0.3	0.1	0.0	0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0	0 0 1	0	1	0 0 0	1	0	0 0 0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	219	1154	0	0	1140	153	93	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	2808	xxxx	1216	xxxx	xxxx	xxxxx
Potent Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	223	xxxx	xxxx	xxxxx
Move Cap.:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	223	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	6.62	xxxx	0.88	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.6	xxxx	7.0	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3066	xxxx	78.4	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1037.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 120 Level Of Service: D

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0 0	1	0	1	0 0	1	0	1 0 0	1	0	2 0	1
Volume Module:												
Base Vol:	44	246	85	153	209	61	28	1208	43	160	949	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	246	85	153	209	61	28	1208	43	160	949	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	246	85	153	209	61	28	1208	43	160	949	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	259	89	161	220	64	29	1272	45	168	999	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	259	89	161	220	64	29	1272	45	168	999	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	259	89	161	220	64	29	1272	45	168	999	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.96	0.96	0.47	0.97	0.97	0.28	1.00	1.00	0.12	0.95	0.85
Lanes:	1.00	0.74	0.26	1.00	0.77	0.23	1.00	0.97	0.03	1.00	2.00	1.00
Final Sat.:	884	1357	469	884	1421	415	536	1826	65	228	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.18	0.15	0.15	0.06	0.70	0.70	0.74	0.28	0.09
Crit Moves:		****								****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.30	1.11	1.11	1.06	0.90	0.90	0.08	1.04	1.04	1.11	0.41	0.13
Delay/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
LOS by Move:	B	F	F	F	D	D	A	D	D	F	A	A
HCM2kAvgQ:	1	14	14	7	8	8	0	35	35	8	4	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.669
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	45.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	11	11	11	11	11	11
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	913	246	131	1091	106	208	1183	151	163	906	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	913	246	131	1091	106	208	1183	151	163	906	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	913	246	131	1091	106	208	1183	151	163	906	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	961	259	138	1148	112	219	1245	159	172	954	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.95	0.85	0.17	0.95	0.85	0.21	0.95	0.85	0.11	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	200	3610	1615	325	3610	1615	393	3610	1615	211	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.71	0.27	0.16	0.42	0.32	0.07	0.56	0.34	0.10	0.81	0.26	0.09
Crit Moves:	****									****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.67	0.63	0.38	1.00	0.75	0.16	1.14	0.71	0.20	1.67	0.54	0.19
Delay/Veh:	373.0	21.2	18.2	103.1	24.1	16.2	131.5	19.4	13.2	362.8	16.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	373.0	21.2	18.2	103.1	24.1	16.2	131.5	19.4	13.2	362.8	16.4	13.1
LOS by Move:	F	C	B	F	C	B	F	B	B	F	B	B
HCM2kAvgQ:	13	12	5	8	15	2	13	15	3	15	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	146.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2174	94	114	1459	384	326	1006	178	186	746	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2288	99	120	1536	404	343	1059	187	196	785	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.88	0.88	0.96	0.89	0.89	0.95	0.88	0.88
Lanes:	1.00	2.88	0.12	1.00	2.37	0.63	1.00	2.55	0.45	1.00	2.32	0.68
Final Sat.:	1805	4942	214	1805	3979	1047	1817	4310	763	1805	3870	1141
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.07	0.39	0.39	0.19	0.25	0.25	0.11	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.38	0.38	0.29	0.29	0.29	0.18	0.18	0.18	0.16	0.18	0.18
Volume/Cap:	0.39	1.22	1.22	0.54	1.35	1.35	1.04	1.35	1.35	0.68	1.15	1.15
Delay/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
LOS by Move:	C	F	F	C	F	F	F	F	F	D	F	F
HCM2kAvgQ:	3	43	43	3	41	41	15	28	28	6	18	18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	16	270	203	79	231	25	34	504	14	168	496	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	270	203	79	231	25	34	504	14	168	496	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	270	203	79	231	25	34	504	14	168	496	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	284	214	83	243	26	36	531	15	177	522	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	284	214	83	243	26	36	531	15	177	522	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	284	214	83	243	26	36	531	15	177	522	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.84	0.84	0.85	0.43	0.95	0.85	0.43	0.95	0.85
Lanes:	0.06	0.94	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	104	1749	1615	409	1195	1615	821	3610	1615	809	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.20	0.20	0.02	0.04	0.15	0.01	0.22	0.14	0.04
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.40	0.40	0.33	0.50	0.50	0.04	0.10	0.34	0.02	0.50	0.33	0.09
Delay/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	4	4	3	4	4	0	0	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	18	18	18	18	18	18
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	1195	314	138	1180	54	26	611	61	209	690	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1195	314	138	1180	54	26	611	61	209	690	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1195	314	138	1180	54	26	611	61	209	690	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1258	331	145	1242	57	27	643	64	220	726	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.11	0.95	0.85	0.27	0.95	0.85	0.31	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	224	3610	1615	216	3610	1615	504	3610	1615	590	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.35	0.20	0.67	0.34	0.04	0.05	0.18	0.04	0.37	0.20	0.07
Crit Moves:				****						****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.53	0.59	0.35	1.15	0.59	0.06	0.17	0.55	0.12	1.15	0.62	0.20
Delay/Veh:	15.2	12.3	9.9	144.0	12.2	8.0	22.2	25.5	21.5	141.0	26.7	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	12.3	9.9	144.0	12.2	8.0	22.2	25.5	21.5	141.0	26.7	22.1
LOS by Move:	B	B	A	F	B	A	C	C	C	F	C	C
HCM2kAvgQ:	2	12	5	9	12	1	1	8	1	13	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	76	2053	129	146	1570	91	213	781	69	113	774	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2053	129	146	1570	91	213	781	69	113	774	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2053	129	146	1570	91	213	781	69	113	774	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2161	136	154	1653	96	224	822	73	119	815	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.90	0.90	0.19	0.90	0.90	0.26	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	365	4836	304	365	4864	282	492	3610	1615	486	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.45	0.45	0.42	0.34	0.34	0.46	0.23	0.04	0.24	0.23	0.05
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.53	1.07	1.07	1.01	0.82	0.82	1.07	0.54	0.11	0.58	0.53	0.11
Delay/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
LOS by Move:	B	E	E	F	B	B	F	B	A	B	B	A
HCM2kAvgQ:	2	26	26	7	12	12	9	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	351	179	73	305	63	69	1287	78	146	1011	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	351	179	73	305	63	69	1287	78	146	1011	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	351	179	73	305	63	69	1287	78	146	1011	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	369	188	77	321	66	73	1355	82	154	1064	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.69	0.69	0.69	0.19	0.90	0.90	0.13	0.90	0.90
Lanes:	0.12	0.58	0.30	0.17	0.69	0.14	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	186	893	455	218	910	188	357	4847	294	243	4642	473
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.35	0.35	0.35	0.20	0.28	0.28	0.63	0.23	0.23
Crit Moves:		****								****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	1.14	1.14	1.14	0.97	0.97	0.97	0.37	0.50	0.50	1.14	0.41	0.41
Delay/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
LOS by Move:	F	F	F	E	E	E	B	B	B	F	B	B
HCM2kAvgQ:	33	33	33	19	19	19	2	10	10	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	2.057
Loss Time (sec):	8 (Y+R=5.0 sec)	Average Delay (sec/veh):	49.9
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.95	0.85	0.09	0.95	0.85	0.18	0.90	0.90	0.11	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	1.00	3.00	1.00
Final Sat.:	241	3610	1615	168	3610	1615	337	4616	494	207	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.28	0.39	0.14	1.01	0.34	0.07	0.35	0.30	0.30	0.87	0.21	0.09
Crit Moves:				****						****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.57	0.79	0.29	2.06	0.68	0.13	0.83	0.70	0.70	2.06	0.50	0.21
Delay/Veh:	22.7	21.4	13.8	537.9	18.7	12.6	54.1	22.6	22.6	539.2	19.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	21.4	13.8	537.9	18.7	12.6	54.1	22.6	22.6	539.2	19.3	16.7
LOS by Move:	C	C	B	F	B	B	D	C	C	F	B	B
HCM2kAvgQ:	2	18	4	17	14	2	5	14	14	18	8	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	109	Level Of Service:	D

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4754	376	3502	5100	77	3502	4588	521
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.31	0.31	0.00	0.27	0.27	0.00	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.42	0.42	0.07	0.42	0.42	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.46	0.91	0.91	0.91	0.73	0.73	0.59	0.91	0.91	0.46	0.89	0.89
Delay/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	25	25	6	16	16	5	19	19	2	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	54.1
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	33	525	48	125	335	54	60	1484	16	88	1122	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	525	48	125	335	54	60	1484	16	88	1122	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	525	48	125	335	54	60	1484	16	88	1122	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	553	51	132	353	57	63	1562	17	93	1181	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.54	0.54	0.54	0.21	0.95	0.85	0.21	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.65	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	107	1707	1615	251	674	109	399	3610	1615	399	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.03	0.52	0.52	0.52	0.16	0.43	0.01	0.23	0.33	0.03
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.70	0.70	0.07	1.14	1.14	1.14	0.42	1.14	0.03	0.61	0.86	0.09
Delay/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
LOS by Move:	B	B	A	F	F	F	B	F	A	B	C	B
HCM2kAvgQ:	9	9	0	21	21	21	1	30	0	2	12	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.927
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	83.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.95	0.85	0.13	0.95	0.85	0.20	0.95	0.85	0.09	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	253	3610	1615	253	3610	1615	374	3610	1615	173	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.54	0.40	0.17	0.64	0.35	0.13	0.57	0.41	0.05	1.11	0.30	0.16
Crit Moves:				****						****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.63	1.22	0.51	1.93	1.04	0.38	0.98	0.71	0.08	1.93	0.52	0.27
Delay/Veh:	359.5	135	25.0	487.7	67.7	23.4	73.0	14.8	8.5	470.6	11.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	359.5	135	25.0	487.7	67.7	23.4	73.0	14.8	8.5	470.6	11.6	9.6
LOS by Move:	F	F	C	F	E	C	E	B	A	F	B	A
HCM2kAvgQ:	12	41	7	16	27	5	10	16	1	18	10	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.276				
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	186.4				
Optimal Cycle:	120	Level Of Service:	F				

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1776	218	153	1239	186	200	1576	93	130	914	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1869	229	161	1304	196	211	1659	98	137	962	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.68	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.67	0.33	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4546	558	1294	4420	663	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.12	0.30	0.30	0.12	0.46	0.06	0.08	0.27	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.13	0.28	0.28	0.21	0.21	0.21	0.31	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.49	1.48	1.48	0.73	1.40	1.40	0.61	1.48	0.20	0.57	0.87	0.20
Delay/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
LOS by Move:	C	F	F	D	F	F	C	F	B	C	C	B
HCM2kAvgQ:	3	50	50	5	34	34	5	57	2	4	14	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.725				
Loss Time (sec):	8 (Y+R=3.5 sec)	Average Delay (sec/veh):	10.1				
Optimal Cycle:	51	Level Of Service:	B				

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	8	8	8	8	8	8
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	28	1571	43	100	1387	18	93	139	23	64	73	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1571	43	100	1387	18	93	139	23	64	73	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1571	43	100	1387	18	93	139	23	64	73	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1654	45	105	1460	19	98	146	24	67	77	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.10	0.95	0.85	0.58	0.98	0.98	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.86	0.14	0.47	0.53	1.00
Final Sat.:	260	3610	1615	192	3610	1615	1096	1596	264	602	686	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46	0.03	0.55	0.40	0.01	0.09	0.09	0.09	0.11	0.11	0.05
Crit Moves:				****							****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.15	0.61	0.04	0.72	0.53	0.02	0.58	0.59	0.59	0.72	0.72	0.31
Delay/Veh:	3.4	5.3	2.8	22.5	4.7	2.7	40.2	38.7	38.7	48.7	48.7	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	5.3	2.8	22.5	4.7	2.7	40.2	38.7	38.7	48.7	48.7	34.5
LOS by Move:	A	A	A	C	A	A	D	D	D	D	D	C
HCM2kAvgQ:	0	11	0	3	9	0	3	5	5	5	5	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.164
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.8
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	106	460	204	80	350	49	79	1497	54	191	1278	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	460	204	80	350	49	79	1497	54	191	1278	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	460	204	80	350	49	79	1497	54	191	1278	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	484	215	84	368	52	83	1576	57	201	1345	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.91	0.23	0.93	0.93	0.17	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.39	0.61	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	542	2386	1058	436	3110	435	321	3610	1615	232	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.19	0.12	0.12	0.26	0.44	0.04	0.86	0.37	0.04
Crit Moves:	****									****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	1.16	1.15	1.15	1.09	0.67	0.67	0.35	0.59	0.05	1.16	0.50	0.05
Delay/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
LOS by Move:	F	F	F	F	D	D	A	A	A	F	A	A
HCM2kAvgQ:	8	21	21	6	8	8	1	12	0	13	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.322
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	84.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.95	0.85	0.08	0.95	0.85	0.11	0.95	0.85	0.11	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	346	3610	1615	159	3610	1615	210	3610	1615	210	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.41	0.13	0.72	0.30	0.05	0.39	0.50	0.05	0.45	0.41	0.07
Crit Moves:				****				****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.50	0.75	0.24	1.32	0.56	0.10	1.04	1.32	0.14	1.20	1.10	0.18
Delay/Veh:	16.3	19.2	12.1	227.8	15.2	11.0	144.6	181	20.7	196.9	89.5	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	19.2	12.1	227.8	15.2	11.0	144.6	181	20.7	196.9	89.5	21.1
LOS by Move:	B	B	B	F	B	B	F	F	C	F	F	C
HCM2kAvgQ:	3	19	3	9	12	1	6	59	2	7	38	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	181.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.89	0.89	0.07	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.64	0.36	1.00	2.66	0.34	1.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	270	4490	603	125	4517	582	1805	4644	470	1805	4605	504
Capacity Analysis Module:												
Vol/Sat:	0.50	0.43	0.43	1.06	0.28	0.28	0.12	0.37	0.37	0.11	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.08	0.21	0.21	0.06	0.19	0.19
Volume/Cap:	0.83	0.70	0.70	1.74	0.46	0.46	1.53	1.74	1.74	1.74	1.53	1.53
Delay/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
LOS by Move:	D	B	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	6	17	17	13	9	9	18	58	58	18	42	42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.380
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	619	220	81	613	70	121	1569	94	216	1355	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	619	220	81	613	70	121	1569	94	216	1355	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	619	220	81	613	70	121	1569	94	216	1355	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	652	232	85	645	74	127	1652	99	227	1426	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.85	0.40	0.94	0.94	0.14	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	760	3610	1615	760	3191	364	257	3610	1615	238	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.14	0.11	0.20	0.20	0.50	0.46	0.06	0.96	0.40	0.08
Crit Moves:					****					****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.56	0.90	0.72	0.56	1.01	1.01	0.78	0.71	0.10	1.50	0.62	0.13
Delay/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
LOS by Move:	C	C	C	C	E	E	C	A	A	F	A	A
HCM2kAvgQ:	2	9	5	2	12	12	4	10	1	15	8	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.730
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.4
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	12	12	12
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1356	328	159	1076	121	141	1370	76	104	943	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1427	345	167	1133	127	148	1442	80	109	993	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.91	0.85	0.11	0.95	0.85	0.18	0.95	0.85	0.07	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	196	5187	1615	215	3610	1615	346	3610	1615	131	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.69	0.28	0.21	0.78	0.31	0.08	0.43	0.40	0.05	0.84	0.27	0.09
Crit Moves:				****						****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.54	0.61	0.47	1.73	0.70	0.18	0.89	0.83	0.10	1.73	0.57	0.18
Delay/Veh:	324.4	25.5	23.5	400.8	27.7	19.8	67.8	30.2	17.0	416.9	22.6	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	324.4	25.5	23.5	400.8	27.7	19.8	67.8	30.2	17.0	416.9	22.6	17.7
LOS by Move:	F	C	C	F	C	B	E	C	B	F	C	B
HCM2kAvgQ:	13	15	9	16	18	3	8	26	2	11	14	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.734
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	167.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1856	156	136	1174	246	184	1546	103	143	959	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.89	0.89	0.95	0.95	0.85	0.59	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	222	4727	397	156	4177	875	1805	3610	1615	1120	2940	579
Capacity Analysis Module:												
Vol/Sat:	0.35	0.41	0.41	0.92	0.30	0.30	0.11	0.45	0.07	0.13	0.34	0.34
Crit Moves:				****				****		****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.13	0.27	0.27	0.19	0.19	0.19
Volume/Cap:	0.64	0.76	0.76	1.69	0.54	0.54	0.80	1.69	0.25	0.81	1.81	1.81
Delay/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
LOS by Move:	C	B	B	F	B	B	E	F	C	D	F	F
HCM2kAvgQ:	3	18	18	13	10	10	7	67	2	6	54	54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	225	734	105	230	550	179	99	1425	116	158	1330	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	734	105	230	550	179	99	1425	116	158	1330	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	734	105	230	550	179	99	1425	116	158	1330	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	773	111	242	579	188	104	1500	122	166	1400	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.07	0.00	0.16	0.12	0.06	0.29	0.08	0.09	0.27	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.26	0.26	0.16	0.23	0.23	0.12	0.35	0.35	0.34	0.34	0.50
Volume/Cap:	0.60	0.83	0.27	0.83	0.69	0.51	0.46	0.83	0.22	0.60	0.80	0.22
Delay/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
LOS by Move:	D	D	C	E	D	C	D	C	C	C	C	B
HCM2kAvgQ:	7	14	3	10	10	6	4	18	3	5	16	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.695
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	168.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.89	0.89	0.95	0.89	0.89	0.43	0.90	0.90	0.33	0.91	0.85
Lanes:	1.00	2.49	0.51	1.00	2.65	0.35	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	289	4204	853	1805	4510	589	811	4961	195	634	5187	1615
Capacity Analysis Module:												
Vol/Sat:	1.01	0.38	0.38	0.07	0.27	0.27	0.21	0.27	0.27	0.38	0.27	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.59	0.59	0.59	0.04	0.63	0.63	0.22	0.16	0.16	0.28	0.17	0.22
Volume/Cap:	1.71	0.64	0.64	1.58	0.43	0.43	0.98	1.70	1.70	1.15	1.53	0.38
Delay/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
LOS by Move:	F	B	B	F	B	B	F	F	F	F	F	D
HCM2kAvgQ:	27	17	17	11	9	9	10	46	46	16	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.261
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	226	0	590	0	0	0	0	1665	78	113	1399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	590	0	0	0	0	1665	78	113	1399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	590	0	0	0	0	1665	78	113	1399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	621	0	0	0	0	1753	82	119	1473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.08	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4920	230	150	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.38	0.00	0.00	0.00	0.00	0.36	0.36	0.79	0.28	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.53	0.00	1.26	0.00	0.00	0.00	0.00	0.57	0.57	1.26	0.45	0.00
Delay/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
LOS by Move:	D	A	F	A	A	A	A	B	B	F	B	A
HCM2kAvgQ:	8	0	41	0	0	0	0	14	14	10	10	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	70.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.88	0.88	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.22	0.78	1.00	2.44	0.56	2.00	2.68	0.32	2.00	3.00	1.00
Final Sat.:	1805	3690	1294	1805	4109	933	3502	4557	547	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.33	0.33	0.00	0.24	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.42	0.42	0.07	0.42	0.42	0.13	0.30	0.30	0.11	0.24	0.24
Volume/Cap:	0.41	1.08	1.08	1.08	0.61	0.61	0.97	1.08	1.08	0.74	0.97	0.36
Delay/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
LOS by Move:	D	E	E	F	C	C	F	F	F	E	E	D
HCM2kAvgQ:	3	43	43	9	14	14	13	32	32	7	21	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	876	120	125	721	326	149	333	33	51	489	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	876	120	125	721	326	149	333	33	51	489	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	876	120	125	721	326	149	333	33	51	489	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	922	126	132	759	343	157	351	35	54	515	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	922	126	132	759	343	157	351	35	54	515	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	922	126	132	759	343	157	351	35	54	515	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.19	0.91	0.91	0.31	0.94	0.94	0.50	0.92	0.92
Lanes:	1.00	1.76	0.24	1.00	1.38	0.62	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	325	3118	427	361	2369	1071	591	3242	321	956	2793	708
Capacity Analysis Module:												
Vol/Sat:	0.28	0.30	0.30	0.36	0.32	0.32	0.27	0.11	0.11	0.06	0.18	0.18
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.55	0.59	0.59	0.73	0.64	0.64	0.73	0.30	0.30	0.15	0.50	0.50
Delay/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
LOS by Move:	B	B	B	C	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	8	8	4	9	9	4	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.252
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.4
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	10	10	10	5	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1785	110	75	1429	169	189	290	240	96	301	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1785	110	75	1429	169	189	290	240	96	301	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1785	110	75	1429	169	189	290	240	96	301	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1879	116	79	1504	178	199	305	253	101	317	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.08	0.90	0.90	0.95	0.89	0.89	0.21	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.68	0.32	1.00	1.09	0.91	1.00	1.53	0.47
Final Sat.:	1805	4842	298	143	4564	540	1805	1841	1524	405	2661	822
Capacity Analysis Module:												
Vol/Sat:	0.17	0.39	0.39	0.55	0.33	0.33	0.11	0.17	0.17	0.25	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.58	0.58	0.45	0.45	0.45	0.09	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	1.29	0.67	0.67	1.24	0.74	0.74	1.29	0.57	0.57	1.23	0.58	0.58
Delay/Veh:	211.7	18.1	18.1	225.3	28.8	28.8	226.7	37.2	37.2	219.3	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.7	18.1	18.1	225.3	28.8	28.8	226.7	37.2	37.2	219.3	44.4	44.4
LOS by Move:	F	B	B	F	C	C	F	D	D	F	D	D
HCM2kAvgQ:	22	19	19	7	20	20	15	10	10	8	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	314	906	230	141	591	188	86	563	69	108	811	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	906	230	141	591	188	86	563	69	108	811	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	906	230	141	591	188	86	563	69	108	811	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	954	242	148	622	198	91	593	73	114	854	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	954	242	148	622	198	91	593	73	114	854	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	954	242	148	622	198	91	593	73	114	854	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.18	0.92	0.92	0.26	0.95	0.85	0.28	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	583	2793	709	344	2640	840	496	3610	1615	523	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.57	0.34	0.34	0.43	0.24	0.24	0.18	0.16	0.04	0.22	0.24	0.12
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.93	0.56	0.56	0.71	0.39	0.39	0.72	0.64	0.18	0.85	0.93	0.49
Delay/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
LOS by Move:	D	A	A	B	A	A	D	C	B	E	D	B
HCM2kAvgQ:	10	7	7	4	4	4	3	6	1	5	13	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.687
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	63.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	215	1690	143	116	1275	228	195	504	235	155	490	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1690	143	116	1275	228	195	504	235	155	490	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1690	143	116	1275	228	195	504	235	155	490	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1779	151	122	1342	240	205	531	247	163	516	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.08	0.95	0.85	0.17	0.90	0.90	0.12	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	256	4725	400	159	3610	1615	329	2344	1093	237	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.89	0.38	0.38	0.77	0.37	0.15	0.62	0.23	0.23	0.69	0.19	0.19
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.69	0.72	0.72	1.47	0.71	0.28	1.53	0.55	0.55	1.69	0.48	0.48
Delay/Veh:	367.6	22.7	22.7	292.4	22.8	16.1	307.5	27.6	27.6	385.0	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	367.6	22.7	22.7	292.4	22.8	16.1	307.5	27.6	27.6	385.0	26.3	26.3
LOS by Move:	F	C	C	F	C	B	F	C	C	F	C	C
HCM2kAvgQ:	21	20	20	11	20	5	18	12	12	16	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	113	2003	216	59	1446	181	291	636	190	45	210	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	2003	216	59	1446	181	291	636	190	45	210	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	2003	216	59	1446	181	291	636	190	45	210	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2108	227	62	1522	191	306	669	200	47	221	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.90	0.90	0.07	0.89	0.89	0.57	1.00	0.85	0.14	0.93	0.93
Lanes:	1.00	2.71	0.29	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	177	4612	497	141	4532	567	1079	1900	1615	270	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.67	0.46	0.46	0.44	0.34	0.34	0.28	0.35	0.12	0.18	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.13	0.76	0.76	0.74	0.56	0.56	0.91	1.13	0.40	0.56	0.24	0.24
Delay/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
LOS by Move:	F	B	B	D	B	B	E	F	C	C	C	C
HCM2kAvgQ:	8	19	19	3	11	11	12	32	5	2	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	1	0 0	0 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1900	0	0	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	0 0	0	0	0 0	0	0	2 0	0	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	0	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.5
Optimal Cycle:	77	Level Of Service:	A

Street Name:	Canoga Ave									Bus Lane		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	5	5	5	5	5	0	0	0	5	5	0
Lanes:	0 0	1	0 1	0 0	1	0 0	0 0	0	0 0	1 0	0	0 0
Volume Module:												
Base Vol:	0	1224	0	0	1268	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1224	0	0	1268	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1224	0	0	1268	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1288	0	0	1335	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1288	0	0	1335	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1288	0	0	1335	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1900	1900	0	1900	0	0	0	0	1900	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****							
Green/Cycle:	0.00	0.84	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	17	0	0	19	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	0	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Canoga Ave									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	5	10	0	0	0	0	5	0	0
Lanes:	0 0	2	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	1778	38	20	1390	0	0	0	0	38	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1778	38	20	1390	0	0	0	0	38	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1778	38	20	1390	0	0	0	0	38	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1872	40	21	1463	0	0	0	0	40	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1872	40	21	1463	0	0	0	0	40	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1872	40	21	1463	0	0	0	0	40	0	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5063	108	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.01	0.41	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.46	0.46	0.10	0.56	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.81	0.81	0.11	0.72	0.00	0.00	0.00	0.00	0.21	0.00	0.13
Delay/Veh:	0.0	13.3	13.3	19.8	9.0	0.0	0.0	0.0	0.0	20.3	0.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	13.3	19.8	9.0	0.0	0.0	0.0	0.0	20.3	0.0	19.8
LOS by Move:	A	B	B	B	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	12	12	0	10	0	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

Mitigated Alternative 4

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.436
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	117.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	164	1729	96	177	2223	776	336	704	146	89	314	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1729	96	177	2223	776	336	704	146	89	314	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1729	96	177	2223	776	336	704	146	89	314	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	1820	101	186	2340	817	354	741	154	94	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1820	101	186	2340	817	354	741	154	94	331	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1820	101	186	2340	817	354	741	154	94	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.37	0.93	0.93	0.17	1.00	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	4875	271	1805	3610	1615	707	2912	604	317	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.10	0.65	0.51	0.50	0.25	0.25	0.30	0.17	0.10
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.41	0.41	0.11	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.46
Volume/Cap:	1.44	0.92	0.92	0.92	1.44	1.12	1.44	0.73	0.73	0.85	0.50	0.23
Delay/Veh:	278.9	32.5	32.5	80.9	224	96.2	247.0	27.9	27.9	69.3	23.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	278.9	32.5	32.5	80.9	224	96.2	247.0	27.9	27.9	69.3	23.7	14.8
LOS by Move:	F	C	C	F	F	F	F	C	C	E	C	B
HCM2kAvgQ:	13	23	23	9	81	37	25	13	13	5	7	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.358
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	187.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	67	1479	139	147	2096	82	260	583	62	185	518	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1479	139	147	2096	82	260	583	62	185	518	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1479	139	147	2096	82	260	583	62	185	518	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1557	146	155	2206	86	274	614	65	195	545	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1557	146	155	2206	86	274	614	65	195	545	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	1.92	0.08	1.00	1.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	4680	440	1805	3453	135	1805	3217	342	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.09	0.64	0.64	0.15	0.19	0.19	0.06	0.29	0.11
Crit Moves:					****				****		****	
Green/Cycle:	0.11	0.41	0.41	0.41	0.41	0.41	0.12	0.12	0.12	0.18	0.18	0.29
Volume/Cap:	0.35	0.81	0.81	0.56	1.57	1.57	1.25	1.57	1.57	0.30	1.57	0.37
Delay/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	25.7	25.7	23.9	287	286.7	183.3	307	307.1	32.1	307	26.0
LOS by Move:	D	C	C	C	F	F	F	F	F	C	F	C
HCM2kAvgQ:	2	17	17	4	88	88	17	28	28	3	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.497
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	143	293	199	342	21	19	802	61	370	928	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	143	293	199	342	21	19	802	61	370	928	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	143	293	199	342	21	19	802	61	370	928	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	151	308	209	360	22	20	844	64	389	977	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	151	308	209	360	22	20	844	64	389	977	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	151	308	209	360	22	20	844	64	389	977	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.54	0.54	0.54	0.21	0.95	0.85	0.26	0.95	0.85
Lanes:	0.15	0.28	0.57	0.35	0.61	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	220	409	838	362	622	38	405	3610	1615	496	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.58	0.58	0.58	0.05	0.23	0.04	0.79	0.27	0.04
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.95	0.95	0.95	1.50	1.50	1.50	0.09	0.45	0.08	1.50	0.52	0.08
Delay/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	264.2	264	264.2	10.9	13.4	10.6	264.2	14.2	10.6
LOS by Move:	D	D	D	F	F	F	B	B	B	F	B	B
HCM2kAvgQ:	20	20	20	42	42	42	0	8	1	28	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.1
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	3	4	15	0	2	0	2	1319	19	26	1316	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	15	0	2	0	2	1319	19	26	1316	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	4	15	0	2	0	2	1319	19	26	1316	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	4	16	0	2	0	2	1388	20	27	1385	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	16	0	2	0	2	1388	20	27	1385	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	4	16	0	2	0	2	1388	20	27	1385	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	1.00	1.00	1.00	0.17	0.95	0.85	0.17	0.95	0.85
Lanes:	0.43	0.57	1.00	1.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	708	943	1615	1900	1900	0	321	3610	1615	321	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.38	0.01	0.09	0.38	0.01
Crit Moves:			****					****				
Green/Cycle:	0.10	0.10	0.10	0.00	0.10	0.00	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.04	0.04	0.10	0.00	0.01	0.00	0.01	0.52	0.02	0.12	0.52	0.01
Delay/Veh:	20.5	20.5	20.7	0.0	20.3	0.0	1.7	2.9	1.7	2.1	2.9	1.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.7	0.0	20.3	0.0	1.7	2.9	1.7	2.1	2.9	1.7
LOS by Move:	C	C	C	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	0	0	5	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	141	130	356	181	409	199	71	880	205	205	964	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	130	356	181	409	199	71	880	205	205	964	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	130	356	181	409	199	71	880	205	205	964	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	137	375	191	431	209	75	926	216	216	1015	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	209	75	926	216	216	1015	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	137	375	191	431	209	75	926	216	216	1015	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.85	0.85	0.36	1.00	0.85	0.23	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	335	1606	1606	678	1900	1615	433	3610	1615	492	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.44	0.09	0.23	0.28	0.23	0.13	0.17	0.26	0.13	0.44	0.28	0.10
Crit Moves:	****									****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.97	0.19	0.51	0.61	0.49	0.28	0.38	0.57	0.30	0.97	0.62	0.21
Delay/Veh:	86.6	14.5	17.7	22.0	17.5	15.4	17.5	18.6	15.8	75.0	19.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	14.5	17.7	22.0	17.5	15.4	17.5	18.6	15.8	75.0	19.5	15.1
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	9	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.152
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	80.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	235	1456	164	129	1916	132	328	1099	138	298	962	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1456	164	129	1916	132	328	1099	138	298	962	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1456	164	129	1916	132	328	1099	138	298	962	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	247	1533	173	136	2017	139	345	1157	145	314	1013	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1533	173	136	2017	139	345	1157	145	314	1013	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1533	173	136	2017	139	345	1157	145	314	1013	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.81	0.19	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4804	331	3502	3153	396	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.37	0.37	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.15	0.91	0.91	0.64	1.15	1.15	0.96	1.15	1.15	1.15	0.96	0.20
Delay/Veh:	150.6	34.7	34.7	47.6	104	103.5	76.1	109	109.4	143.4	49.3	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.6	34.7	34.7	47.6	104	103.5	76.1	109	109.4	143.4	49.3	20.4
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	9	34	34	10	20	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.437
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	178.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	1591	290	74	2314	15	93	583	42	646	156	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1591	290	74	2314	15	93	583	42	646	156	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1591	290	74	2314	15	93	583	42	646	156	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	1675	305	78	2436	16	98	614	44	680	164	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	305	78	2436	16	98	614	44	680	164	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1675	305	78	2436	16	98	614	44	680	164	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.19	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.05	0.03
Crit Moves:	****			****				****		****		
Green/Cycle:	0.04	0.46	0.71	0.04	0.46	0.46	0.11	0.11	0.11	0.25	0.37	0.37
Volume/Cap:	0.57	1.02	0.27	1.02	1.48	0.02	0.53	1.48	0.24	1.48	0.12	0.08
Delay/Veh:	66.7	59.9	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	59.9	6.4	166.1	252	18.0	52.9	282	49.0	272.3	25.0	24.6
LOS by Move:	E	E	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	6	98	0	4	26	2	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.014
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.7
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	18	18	5	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	368	346	65	660	26	16	683	154	462	778	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	368	346	65	660	26	16	683	154	462	778	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	368	346	65	660	26	16	683	154	462	778	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	387	364	68	695	27	17	719	162	486	819	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	364	68	695	27	17	719	162	486	819	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	387	364	68	695	27	17	719	162	486	819	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.66	0.66	0.66	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	0.19	0.93	0.88	0.17	1.76	0.07	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	214	1080	1015	215	2188	86	1805	2863	646	1805	3246	317
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.32	0.32	0.32	0.01	0.25	0.25	0.27	0.25	0.25
Crit Moves:		****						****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.09	0.25	0.25	0.27	0.42	0.42
Volume/Cap:	1.01	1.01	1.01	0.90	0.90	0.90	0.10	1.01	1.01	1.01	0.60	0.60
Delay/Veh:	64.2	64.2	64.2	39.5	39.5	39.5	37.7	68.0	68.0	77.8	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	64.2	64.2	39.5	39.5	39.5	37.7	68.0	68.0	77.8	20.9	20.9
LOS by Move:	E	E	E	D	D	D	D	E	E	E	C	C
HCM2kAvgQ:	19	19	19	15	15	15	0	20	20	20	11	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	9	1	21	34	0	72	122	910	16	11	936	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	21	34	0	72	122	910	16	11	936	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	21	34	0	72	122	910	16	11	936	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1	22	36	0	76	128	958	17	12	985	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	22	36	0	76	128	958	17	12	985	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	22	36	0	76	128	958	17	12	985	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.80	1.00	0.85	0.95	0.95	0.95	0.27	0.94	0.94
Lanes:	0.29	0.03	0.68	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	439	49	1025	1520	0	1615	1805	3537	62	513	3382	199
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.00	0.05	0.07	0.27	0.27	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.00	0.10	0.15	0.74	0.74	0.59	0.59	0.59
Volume/Cap:	0.22	0.22	0.22	0.24	0.00	0.47	0.49	0.37	0.37	0.04	0.49	0.49
Delay/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	21.5	0.0	23.4	21.1	2.4	2.4	4.3	6.0	6.0
LOS by Move:	C	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	0	2	3	3	3	0	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.290
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	153	1524	126	164	2098	249	124	957	136	197	932	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1524	126	164	2098	249	124	957	136	197	932	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1524	126	164	2098	249	124	957	136	197	932	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	161	1604	133	173	2208	262	131	1007	143	207	981	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1604	133	173	2208	262	131	1007	143	207	981	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1604	133	173	2208	262	131	1007	143	207	981	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.90	0.90	0.20	0.90	0.90	0.18	0.93	0.93	0.18	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.68	0.32	1.00	1.75	0.25	1.00	1.78	0.22
Final Sat.:	380	4738	392	380	4563	541	346	3101	441	346	3150	399
Capacity Analysis Module:												
Vol/Sat:	0.42	0.34	0.34	0.45	0.48	0.48	0.38	0.32	0.32	0.60	0.31	0.31
Crit Moves:					****					****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.06	0.85	0.85	1.14	1.21	1.21	0.86	0.74	0.74	1.36	0.71	0.71
Delay/Veh:	104.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.7	17.1	17.1	129.1	114	114.4	48.1	13.5	13.5	213.6	12.9	12.9
LOS by Move:	F	B	B	F	F	F	D	B	B	F	B	B
HCM2kAvgQ:	7	12	12	9	37	37	5	10	10	12	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	37	427	24	541	505	143	52	156	27	9	113	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	427	24	541	505	143	52	156	27	9	113	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	427	24	541	505	143	52	156	27	9	113	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	449	25	569	532	151	55	164	28	9	119	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	449	25	569	532	151	55	164	28	9	119	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	449	25	569	532	151	55	164	28	9	119	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.60	0.60	0.60	0.68	0.98	0.98	0.62	1.00	0.85
Lanes:	0.15	1.75	0.10	0.91	0.85	0.24	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	226	2603	146	1029	961	272	1284	1584	274	1169	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.55	0.55	0.55	0.04	0.10	0.10	0.01	0.06	0.24
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.31	0.31	0.31	0.99	0.99	0.99	0.15	0.37	0.37	0.03	0.22	0.86
Delay/Veh:	6.0	6.0	6.0	33.2	33.2	33.2	13.7	14.9	14.9	13.1	14.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	33.2	33.2	33.2	13.7	14.9	14.9	13.1	14.0	32.5
LOS by Move:	A	A	A	C	C	C	B	B	B	B	B	C
HCM2kAvgQ:	2	2	2	18	18	18	1	3	3	0	2	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	41	361	25	72	333	67	69	154	25	52	148	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	361	25	72	333	67	69	154	25	52	148	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	25	72	333	67	69	154	25	52	148	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	380	26	76	351	71	73	162	26	55	156	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	380	26	76	351	71	73	162	26	55	156	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	380	26	76	351	71	73	162	26	55	156	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.99	0.99	0.95	0.98	0.98	0.65	0.95	0.85	0.64	0.95	0.85
Lanes:	1.00	0.94	0.06	1.00	0.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	863	1759	122	1805	1542	310	1229	3610	1615	1220	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.04	0.23	0.23	0.06	0.04	0.02	0.04	0.04	0.06
Crit Moves:		****		****			****					
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.11	0.47	0.47	0.42	0.41	0.41	0.30	0.22	0.08	0.22	0.22	0.28
Delay/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	9.7	9.7	22.7	6.5	6.5	17.7	16.9	16.4	17.2	16.9	17.4
LOS by Move:	A	A	A	C	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	2	4	4	1	1	0	1	1	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	215	761	0	0	650	72	17	40	202	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	761	0	0	650	72	17	40	202	0	40	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	761	0	0	650	72	17	40	202	0	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	801	0	0	684	76	18	42	213	0	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	801	0	0	684	76	18	42	213	0	42	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	801	0	0	684	76	18	42	213	0	42	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	893	1900	0	0	1688	187	1805	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.42	0.00	0.00	0.41	0.41	0.01	0.02	0.13	0.00	0.02	0.00
Crit Moves:		****							****	****		
Green/Cycle:	0.69	0.69	0.00	0.00	0.69	0.69	0.14	0.21	0.21	0.00	0.07	0.00
Volume/Cap:	0.37	0.61	0.00	0.00	0.59	0.59	0.07	0.10	0.61	0.00	0.31	0.00
Delay/Veh:	8.3	11.1	0.0	0.0	10.7	10.7	44.6	38.0	46.0	0.0	54.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	11.1	0.0	0.0	10.7	10.7	44.6	38.0	46.0	0.0	54.2	0.0
LOS by Move:	A	B	A	A	B	B	D	D	D	A	D	A
HCM2kAvgQ:	4	16	0	0	15	15	1	1	8	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	72	Level Of Service:	B

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	51	218	122	81	279	37	63	808	43	149	730	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	218	122	81	279	37	63	808	43	149	730	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	218	122	81	279	37	63	808	43	149	730	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	229	128	85	294	39	66	851	45	157	768	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	229	128	85	294	39	66	851	45	157	768	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	229	128	85	294	39	66	851	45	157	768	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.95	0.37	0.98	0.98	0.36	0.99	0.99	0.15	0.95	0.85
Lanes:	1.00	0.64	0.36	1.00	0.88	0.12	1.00	0.95	0.05	1.00	2.00	1.00
Final Sat.:	701	1152	645	701	1647	218	675	1790	95	279	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.12	0.18	0.18	0.10	0.48	0.48	0.56	0.21	0.09
Crit Moves:		****								****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.35	0.91	0.91	0.55	0.81	0.81	0.16	0.77	0.77	0.91	0.34	0.14
Delay/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	42.8	42.8	21.6	30.1	30.1	4.2	10.0	10.0	50.6	4.7	4.0
LOS by Move:	B	D	D	C	C	C	A	A	A	D	A	A
HCM2kAvgQ:	1	10	10	2	8	8	1	12	12	5	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	47.7
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	20	20	7	20	20	5	18	18	7	18	18
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	759	174	193	707	5	38	942	109	305	798	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	759	174	193	707	5	38	942	109	305	798	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	759	174	193	707	5	38	942	109	305	798	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	799	183	203	744	5	40	992	115	321	840	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	799	183	203	744	5	40	992	115	321	840	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	799	183	203	744	5	40	992	115	321	840	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.11	0.11	0.21	0.00	0.02	0.27	0.07	0.18	0.23	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.24	0.44	0.12	0.27	0.27	0.08	0.30	0.30	0.20	0.42	0.42
Volume/Cap:	0.76	0.91	0.26	0.91	0.76	0.01	0.29	0.91	0.23	0.91	0.55	0.19
Delay/Veh:	70.5	57.1	21.4	87.9	44.0	32.1	53.6	51.1	31.7	73.3	26.5	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	57.1	21.4	87.9	44.0	32.1	53.6	51.1	31.7	73.3	26.5	21.9
LOS by Move:	E	E	C	F	D	C	D	D	C	E	C	C
HCM2kAvgQ:	7	19	4	11	15	0	2	22	3	15	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	154.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	74	1437	126	126	2096	403	327	895	63	125	870	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1437	126	126	2096	403	327	895	63	125	870	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1437	126	126	2096	403	327	895	63	125	870	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1513	133	133	2206	424	344	942	66	132	916	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1513	133	133	2206	424	344	942	66	132	916	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.97	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.78	0.22
Final Sat.:	1805	4712	413	1805	4246	816	1836	4797	338	1805	4753	377
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.07	0.52	0.52	0.19	0.20	0.20	0.07	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.41	0.41	0.34	0.34	0.34	0.16	0.16	0.16	0.13	0.16	0.16
Volume/Cap:	0.27	0.79	0.79	0.49	1.52	1.52	1.20	1.25	1.25	0.57	1.20	1.20
Delay/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	21.4	21.4	19.0	263	262.6	148.9	154	154.0	34.1	135	134.9
LOS by Move:	C	C	C	B	F	F	F	F	F	C	F	F
HCM2kAvgQ:	2	14	14	3	64	64	18	21	21	4	19	19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	241	255	92	309	79	41	426	25	241	556	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	241	255	92	309	79	41	426	25	241	556	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	241	255	92	309	79	41	426	25	241	556	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	254	268	97	325	83	43	448	26	254	585	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	254	268	97	325	83	43	448	26	254	585	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	254	268	97	325	83	43	448	26	254	585	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.86	0.86	0.85	0.39	0.95	0.85	0.48	0.95	0.85
Lanes:	0.04	0.96	1.00	0.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1793	1615	376	1262	1615	743	3610	1615	918	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.17	0.26	0.26	0.05	0.06	0.12	0.02	0.28	0.16	0.07
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.35	0.41	0.64	0.64	0.13	0.13	0.29	0.04	0.64	0.37	0.16
Delay/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	11.0	14.0	14.0	9.4	8.7	9.2	8.1	14.4	9.7	8.7
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	3	3	3	6	6	1	1	3	0	4	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: 102 Level Of Service: D

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	25	25	7	25	25
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	29	703	186	82	1048	14	95	631	117	362	804	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	703	186	82	1048	14	95	631	117	362	804	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	703	186	82	1048	14	95	631	117	362	804	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	740	196	86	1103	15	100	664	123	381	846	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	740	196	86	1103	15	100	664	123	381	846	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	740	196	86	1103	15	100	664	123	381	846	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3555	47	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.12	0.05	0.31	0.31	0.06	0.18	0.08	0.21	0.23	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.31	0.56	0.09	0.36	0.36	0.09	0.22	0.22	0.25	0.37	0.37
Volume/Cap:	0.41	0.65	0.22	0.53	0.86	0.86	0.63	0.86	0.35	0.86	0.63	0.51
Delay/Veh:	59.6	36.8	13.2	55.7	41.0	41.0	60.5	54.5	40.6	58.0	31.7	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	36.8	13.2	55.7	41.0	41.0	60.5	54.5	40.6	58.0	31.7	29.9
LOS by Move:	E	D	B	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	2	13	4	4	22	22	5	15	4	16	14	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	104.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1340	95	247	1751	117	76	817	31	94	1432	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1340	95	247	1751	117	76	817	31	94	1432	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1411	100	260	1843	123	80	860	33	99	1507	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1411	100	260	1843	123	80	860	33	99	1507	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.13	0.90	0.90	0.33	0.95	0.85	0.33	0.95	0.85
Lanes:	1.00	2.80	0.20	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	255	4795	340	255	4818	322	623	3610	1615	623	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	1.02	0.38	0.38	0.13	0.24	0.02	0.16	0.42	0.09
Crit Moves:				****							****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.31	0.49	0.49	1.71	0.64	0.64	0.53	0.98	0.08	0.65	1.71	0.39
Delay/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	5.9	5.9	357.2	7.1	7.1	19.8	43.5	14.7	26.6	345	16.4
LOS by Move:	A	A	A	F	A	A	B	D	B	C	F	B
HCM2kAvgQ:	1	5	5	19	8	8	2	13	0	3	55	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	38	166	125	86	355	161	138	1139	69	119	1204	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	166	125	86	355	161	138	1139	69	119	1204	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	166	125	86	355	161	138	1139	69	119	1204	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	175	132	91	374	169	145	1199	73	125	1267	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	175	132	91	374	169	145	1199	73	125	1267	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.15	0.90	0.90	0.16	0.90	0.90
Lanes:	0.12	0.50	0.38	0.14	0.59	0.27	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	181	791	595	227	936	425	276	4847	294	296	4950	206
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.40	0.40	0.53	0.25	0.25	0.42	0.26	0.26
Crit Moves:					****		****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.56	0.56	0.56	1.01	1.01	1.01	1.01	0.47	0.47	0.81	0.49	0.49
Delay/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	67.8	67.8	67.8	100.6	15.2	15.2	45.5	15.4	15.4
LOS by Move:	C	C	C	E	E	E	F	B	B	D	B	B
HCM2kAvgQ:	9	9	9	27	27	27	8	9	9	5	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	48.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	24	24	7	24	24
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	769	104	81	1382	104	160	1121	55	175	1198	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	769	104	81	1382	104	160	1121	55	175	1198	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	809	109	85	1455	109	168	1180	58	184	1261	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	809	109	85	1455	109	168	1180	58	184	1261	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	4910	241	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.07	0.05	0.40	0.07	0.09	0.24	0.24	0.10	0.24	0.08
Crit Moves:	****			****				****		****		
Green/Cycle:	0.06	0.39	0.50	0.10	0.44	0.44	0.10	0.26	0.26	0.11	0.27	0.27
Volume/Cap:	0.92	0.57	0.13	0.46	0.92	0.16	0.91	0.92	0.92	0.92	0.91	0.31
Delay/Veh:	119.3	29.0	15.9	52.6	41.3	20.5	93.9	53.9	53.9	95.3	51.3	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.3	29.0	15.9	52.6	41.3	20.5	93.9	53.9	53.9	95.3	51.3	35.4
LOS by Move:	F	C	B	D	D	C	F	D	D	F	D	D
HCM2kAvgQ:	6	12	2	3	31	2	9	20	20	10	20	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	101	Level Of Service:	C

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0 2	1	0	2 0 2	1	0	2 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1002	47	84	1572	183	386	659	24	131	1041	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1002	47	84	1572	183	386	659	24	131	1041	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1055	49	88	1655	193	406	694	25	138	1096	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1055	49	88	1655	193	406	694	25	138	1096	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.87	0.13	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.87	0.13
Final Sat.:	3502	4920	231	3502	4572	532	3502	4980	181	3502	4924	227
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.36	0.36	0.00	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.41	0.41	0.17	0.28	0.28	0.10	0.25	0.25
Volume/Cap:	0.22	0.58	0.58	0.29	0.89	0.89	0.68	0.50	0.50	0.39	0.89	0.89
Delay/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	25.6	25.6	43.3	32.5	32.5	42.0	30.3	30.3	42.8	43.8	43.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	1	10	10	2	23	23	7	7	7	2	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 52.9
Optimal Cycle: 120 Level Of Service: D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	51	180	63	66	440	57	58	1321	58	207	1322	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	180	63	66	440	57	58	1321	58	207	1322	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	180	63	66	440	57	58	1321	58	207	1322	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	189	66	69	463	60	61	1391	61	218	1392	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	189	66	69	463	60	61	1391	61	218	1392	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	189	66	69	463	60	61	1391	61	218	1392	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.86	0.86	0.86	0.14	0.95	0.85	0.14	0.95	0.85
Lanes:	0.22	0.78	1.00	0.12	0.78	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	274	967	1615	192	1283	166	258	3610	1615	258	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.36	0.36	0.36	0.24	0.39	0.04	0.84	0.39	0.05
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.78	0.78	0.16	1.43	1.43	1.43	0.40	0.65	0.06	1.43	0.66	0.09
Delay/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.7	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	14.8	227.4	227	227.4	7.3	7.6	4.4	238.9	7.7	4.5
LOS by Move:	C	C	B	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	1	34	34	34	1	9	0	14	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 54.4
Optimal Cycle: 120 Level Of Service: D

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	15	15	7	15	15
Lanes:	1 0	2	0 1	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	132	805	103	143	1375	92	134	1099	223	176	1349	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	805	103	143	1375	92	134	1099	223	176	1349	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	805	103	143	1375	92	134	1099	223	176	1349	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	847	108	151	1447	97	141	1157	235	185	1420	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	847	108	151	1447	97	141	1157	235	185	1420	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	847	108	151	1447	97	141	1157	235	185	1420	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	4818	322	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.07	0.08	0.30	0.30	0.08	0.32	0.15	0.10	0.39	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.28	0.40	0.10	0.31	0.31	0.08	0.36	0.36	0.12	0.40	0.40
Volume/Cap:	0.98	0.83	0.17	0.83	0.98	0.98	0.98	0.88	0.40	0.88	0.98	0.29
Delay/Veh:	124.3	45.8	23.2	78.4	59.1	59.1	123.6	42.7	28.8	83.8	54.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.3	45.8	23.2	78.4	59.1	59.1	123.6	42.7	28.8	83.8	54.3	24.6
LOS by Move:	F	D	C	E	E	E	F	D	C	F	D	C
HCM2kAvgQ:	9	18	3	8	26	26	9	24	6	10	33	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.223
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	152.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	921	177	117	1570	192	162	1162	117	201	1595	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	921	177	117	1570	192	162	1162	117	201	1595	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	969	186	123	1653	202	171	1223	123	212	1679	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	969	186	123	1653	202	171	1223	123	212	1679	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.55	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4246	816	1805	4548	556	1045	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.36	0.36	0.16	0.34	0.08	0.12	0.47	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.66	0.76	0.76	0.47	1.41	1.41	0.77	1.29	0.29	0.88	1.41	0.16
Delay/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.0	26.0	23.5	218	218.1	37.0	166	22.4	60.6	216	17.9
LOS by Move:	D	C	C	C	F	F	D	F	C	E	F	B
HCM2kAvgQ:	5	11	11	3	42	42	6	35	2	8	54	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec):	120	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	46.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	19	19	7	19	19	5	15	15	7	15	15
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	40	906	25	63	1649	31	42	100	29	113	263	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	906	25	63	1649	31	42	100	29	113	263	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	906	25	63	1649	31	42	100	29	113	263	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	954	26	66	1736	33	44	105	31	119	277	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	954	26	66	1736	33	44	105	31	119	277	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	954	26	66	1736	33	44	105	31	119	277	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.97	0.97	0.99	0.99	0.85
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	1805	3610	1615	1805	3533	66	1805	1423	413	562	1309	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.02	0.04	0.49	0.49	0.02	0.07	0.07	0.21	0.21	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.65	0.10	0.49	0.49	0.06	0.13	0.13	0.21	0.28	0.28
Volume/Cap:	0.56	0.61	0.03	0.38	1.00	1.00	0.44	0.59	0.59	1.00	0.75	0.29
Delay/Veh:	65.6	26.7	7.7	52.3	53.1	53.1	58.0	53.7	53.7	93.7	45.5	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	26.7	7.7	52.3	53.1	53.1	58.0	53.7	53.7	93.7	45.5	34.2
LOS by Move:	E	C	A	D	D	D	E	D	D	F	D	C
HCM2kAvgQ:	2	14	0	3	42	42	2	6	6	20	15	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 Level Of Service: E

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	82	166	130	66	630	45	57	1169	107	382	1520	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	166	130	66	630	45	57	1169	107	382	1520	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	166	130	66	630	45	57	1169	107	382	1520	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	175	137	69	663	47	60	1231	113	402	1600	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	175	137	69	663	47	60	1231	113	402	1600	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.89	0.89	0.38	0.94	0.94	0.12	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	1.12	0.88	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	519	1891	1481	730	3336	238	236	3610	1615	384	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.10	0.20	0.20	0.25	0.34	0.07	1.05	0.44	0.02
Crit Moves:					****					****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	1.13	0.63	0.63	0.65	1.35	1.35	0.33	0.44	0.09	1.35	0.57	0.03
Delay/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.8	42.7	42.7	53.4	215	214.5	4.5	4.0	2.8	191.6	4.9	2.6
LOS by Move:	F	D	D	D	F	F	A	A	A	F	A	A
HCM2kAvgQ:	6	6	6	3	26	26	1	7	1	27	11	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 120 Critical Vol./Cap.(X): 1.049
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 61.2
Optimal Cycle: 120 Level Of Service: E

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	17	17	7	17	17
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	870	122	140	1384	156	82	1237	51	188	1655	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	870	122	140	1384	156	82	1237	51	188	1655	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	916	128	147	1457	164	86	1302	54	198	1742	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	916	128	147	1457	164	86	1302	54	198	1742	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.08	0.08	0.40	0.10	0.05	0.36	0.03	0.11	0.34	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.32	0.42	0.10	0.38	0.38	0.06	0.34	0.34	0.10	0.39	0.39
Volume/Cap:	0.85	0.79	0.19	0.79	1.06	0.27	0.86	1.06	0.10	1.06	0.86	0.25
Delay/Veh:	114.4	41.1	21.8	73.0	78.8	25.8	105.8	82.5	27.1	136.2	37.9	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.4	41.1	21.8	73.0	78.8	25.8	105.8	82.5	27.1	136.2	37.9	25.0
LOS by Move:	F	D	C	E	E	C	F	F	C	F	D	C
HCM2kAvgQ:	4	18	3	7	38	4	5	35	1	12	24	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.277
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	87.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1114	182	145	1545	202	133	1307	82	229	1873	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1173	192	153	1626	213	140	1376	86	241	1972	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.89	0.89	0.13	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.58	0.42	1.00	2.65	0.35	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	154	4365	713	243	4509	590	1805	4837	303	1805	4712	413
Capacity Analysis Module:												
Vol/Sat:	0.62	0.27	0.27	0.63	0.36	0.36	0.08	0.28	0.28	0.13	0.42	0.42
Crit Moves:				****			****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.26	0.26	0.12	0.33	0.33
Volume/Cap:	1.27	0.55	0.55	1.28	0.73	0.73	1.28	1.08	1.08	1.08	1.28	1.28
Delay/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.3	17.9	17.9	199.6	21.4	21.4	224.6	84.5	84.5	125.6	163	162.9
LOS by Move:	F	B	B	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	8	11	11	11	17	17	10	26	26	13	47	47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	119	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	207	153	105	816	123	99	1052	110	208	890	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	207	153	105	816	123	99	1052	110	208	890	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	207	153	105	816	123	99	1052	110	208	890	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	218	161	111	859	129	104	1107	116	219	937	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	218	161	111	859	129	104	1107	116	219	937	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	218	161	111	859	129	104	1107	116	219	937	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.85	0.61	0.93	0.93	0.26	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	555	3610	1615	1155	3074	463	496	3610	1615	380	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.10	0.10	0.28	0.28	0.21	0.31	0.07	0.58	0.26	0.07
Crit Moves:					****					****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.46	0.22	0.36	0.35	1.02	1.02	0.37	0.54	0.13	1.02	0.46	0.12
Delay/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	14.1	15.1	15.2	51.8	51.8	6.8	7.1	5.1	77.1	6.5	5.1
LOS by Move:	B	B	B	B	D	D	A	A	A	E	A	A
HCM2kAvgQ:	2	2	2	2	16	16	1	6	1	9	5	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	43.6
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	12	12	7	12	12	5	19	19	7	19	19
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	46	872	68	95	1172	74	66	934	88	241	1054	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	872	68	95	1172	74	66	934	88	241	1054	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	872	68	95	1172	74	66	934	88	241	1054	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	918	72	100	1234	78	69	983	93	254	1109	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	918	72	100	1234	78	69	983	93	254	1109	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.04	0.06	0.34	0.05	0.04	0.27	0.06	0.14	0.31	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.31	0.47	0.10	0.37	0.37	0.05	0.30	0.30	0.15	0.40	0.40
Volume/Cap:	0.64	0.57	0.10	0.54	0.91	0.13	0.71	0.91	0.19	0.91	0.77	0.27
Delay/Veh:	74.2	34.9	18.0	54.2	45.6	24.8	78.0	52.5	31.6	82.5	34.1	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	34.9	18.0	54.2	45.6	24.8	78.0	52.5	31.6	82.5	34.1	24.7
LOS by Move:	E	C	B	D	D	C	E	D	C	F	C	C
HCM2kAvgQ:	3	11	1	4	27	2	4	22	3	13	20	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.333
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	102.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1131	138	157	1771	232	97	1156	66	263	1219	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.90	0.90	0.13	0.89	0.89	0.95	0.95	0.85	0.70	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	184	4549	555	241	4508	591	1805	3610	1615	1328	3131	414
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.26	0.68	0.41	0.41	0.06	0.34	0.04	0.21	0.41	0.41
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.72	0.57	0.57	1.49	0.90	0.90	0.42	1.20	0.15	0.88	1.49	1.49
Delay/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
LOS by Move:	D	B	B	F	C	C	D	F	C	D	F	F
HCM2kAvgQ:	3	10	10	13	24	24	3	34	1	11	53	53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	40	236	71	175	880	92	32	1375	124	268	955	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	236	71	175	880	92	32	1375	124	268	955	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	236	71	175	880	92	32	1375	124	268	955	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	248	75	184	926	97	34	1447	131	282	1005	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	248	75	184	926	97	34	1447	131	282	1005	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.05	0.00	0.26	0.06	0.02	0.28	0.08	0.16	0.19	0.06
Crit Moves:	****			****				****		****		
Green/Cycle:	0.08	0.19	0.19	0.16	0.31	0.31	0.18	0.33	0.33	0.34	0.34	0.51
Volume/Cap:	0.29	0.36	0.24	0.62	0.83	0.19	0.10	0.83	0.24	0.68	0.56	0.13
Delay/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.3	34.5	42.9	37.8	25.7	34.6	34.3	24.3	31.3	27.1	13.0
LOS by Move:	D	D	C	D	D	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	2	6	16	2	1	17	3	9	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.334
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	84.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	124	925	135	231	1343	94	94	811	229	301	1213	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	925	135	231	1343	94	94	811	229	301	1213	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	925	135	231	1343	94	94	811	229	301	1213	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	974	142	243	1414	99	99	854	241	317	1277	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	974	142	243	1414	99	99	854	241	317	1277	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.89	0.89	0.95	0.90	0.90	0.88	0.88	0.88	0.44	0.91	0.85
Lanes:	1.00	2.62	0.38	1.00	2.80	0.20	1.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	203	4440	648	1805	4799	336	1669	3911	1104	836	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.64	0.22	0.22	0.13	0.29	0.29	0.06	0.22	0.22	0.38	0.25	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.47	0.47	0.47	0.10	0.57	0.57	0.22	0.16	0.16	0.34	0.24	0.34
Volume/Cap:	1.36	0.47	0.47	1.34	0.51	0.51	0.62	1.34	1.34	1.05	1.02	0.35
Delay/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.9	21.6	21.6	237.7	15.7	15.7	47.6	210	210.3	96.7	76.7	29.9
LOS by Move:	F	C	C	F	B	B	D	F	F	F	E	C
HCM2kAvgQ:	11	10	10	19	12	12	4	29	29	18	24	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	139	0	360	0	0	0	0	1419	48	79	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	360	0	0	0	0	1419	48	79	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	360	0	0	0	0	1419	48	79	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	379	0	0	0	0	1494	51	83	1246	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	0	379	0	0	0	0	1494	51	83	1246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.11	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.90	0.10	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4992	169	215	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.23	0.00	0.00	0.00	0.00	0.30	0.30	0.39	0.24	0.00
Crit Moves:			****							****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.28	0.00	0.67	0.00	0.00	0.00	0.00	0.51	0.51	0.67	0.41	0.00
Delay/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	35.9	0.0	0.0	0.0	0.0	15.2	15.2	30.1	13.9	0.0
LOS by Move:	C	A	D	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	4	0	13	0	0	0	0	12	12	3	9	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1096	198	123	1793	213	86	1219	58	614	1647	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1154	208	129	1887	224	91	1283	61	646	1734	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.54	0.46	1.00	2.68	0.32	2.00	2.86	0.14	2.00	3.00	1.00
Final Sat.:	1805	4292	775	1805	4562	542	3502	4917	234	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.41	0.41	0.00	0.26	0.26	0.00	0.33	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.35	0.35	0.09	0.40	0.40	0.05	0.25	0.25	0.21	0.38	0.38
Volume/Cap:	0.61	0.77	0.77	0.77	1.05	1.05	0.55	1.05	1.05	0.88	0.88	0.18
Delay/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	37.0	37.0	72.7	70.1	70.1	59.8	83.5	83.5	58.0	40.0	25.0
LOS by Move:	E	D	D	E	E	E	E	F	F	E	D	C
HCM2kAvgQ:	4	18	18	7	38	38	3	26	26	15	25	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	346	83	130	843	128	154	625	78	53	234	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	346	83	130	843	128	154	625	78	53	234	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	346	83	130	843	128	154	625	78	53	234	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	364	87	137	887	135	162	658	82	56	246	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	87	137	887	135	162	658	82	56	246	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	87	137	887	135	162	658	82	56	246	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.48	0.93	0.93	0.52	0.93	0.93	0.26	0.90	0.90
Lanes:	1.00	1.61	0.39	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.33	0.67
Final Sat.:	380	2827	678	910	3071	466	980	3155	394	485	2286	1143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.15	0.29	0.29	0.17	0.21	0.21	0.12	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.12	0.26	0.26	0.30	0.57	0.57	0.46	0.57	0.57	0.32	0.30	0.30
Delay/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.6	8.6	9.1	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	3	3	2	8	8	3	7	7	1	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	10	10	10	5	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	149	1238	82	69	1404	184	131	339	179	58	169	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1238	82	69	1404	184	131	339	179	58	169	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1238	82	69	1404	184	131	339	179	58	169	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1303	86	73	1478	194	138	357	188	61	178	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1303	86	73	1478	194	138	357	188	61	178	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.12	0.89	0.89	0.95	0.90	0.90	0.24	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.65	0.35	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	1805	4821	319	236	4508	591	1805	2240	1183	448	2242	1181
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.31	0.33	0.33	0.08	0.16	0.16	0.14	0.08	0.08
Crit Moves:	****				****		****			****		
Green/Cycle:	0.12	0.56	0.56	0.44	0.44	0.44	0.10	0.31	0.31	0.21	0.21	0.21
Volume/Cap:	0.75	0.49	0.49	0.70	0.74	0.74	0.74	0.51	0.51	0.66	0.38	0.38
Delay/Veh:	64.8	16.3	16.3	46.4	29.4	29.4	67.4	34.4	34.4	59.4	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	16.3	16.3	46.4	29.4	29.4	67.4	34.4	34.4	59.4	41.3	41.3
LOS by Move:	E	B	B	D	C	C	E	C	C	E	D	D
HCM2kAvgQ:	7	11	11	4	20	20	7	9	9	3	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	27	232	74	112	929	99	100	740	213	211	460	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	232	74	112	929	99	100	740	213	211	460	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	232	74	112	929	99	100	740	213	211	460	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	244	78	118	978	104	105	779	224	222	484	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	244	78	118	978	104	105	779	224	222	484	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	244	78	118	978	104	105	779	224	222	484	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.55	0.94	0.94	0.46	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	2638	842	1051	3217	343	866	3610	1615	555	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.11	0.30	0.30	0.12	0.22	0.14	0.40	0.13	0.08
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.25	0.25	0.30	0.81	0.81	0.25	0.44	0.28	0.81	0.27	0.15
Delay/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.4
LOS by Move:	B	B	B	B	C	C	A	B	A	C	A	A
HCM2kAvgQ:	1	2	2	2	12	12	1	5	3	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 120 Level Of Service: C

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	151	1276	81	130	1240	241	99	453	133	104	489	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1276	81	130	1240	241	99	453	133	104	489	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1276	81	130	1240	241	99	453	133	104	489	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1343	85	137	1305	254	104	477	140	109	515	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1343	85	137	1305	254	104	477	140	109	515	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.90	0.90	0.16	0.95	0.85	0.21	0.92	0.92	0.19	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	283	4833	307	309	3610	1615	390	2696	791	362	3043	492
Capacity Analysis Module:												
Vol/Sat:	0.56	0.28	0.28	0.44	0.36	0.16	0.27	0.18	0.18	0.30	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.93	0.46	0.46	0.73	0.60	0.26	0.82	0.54	0.54	0.93	0.52	0.52
Delay/Veh:	68.8	12.9	12.9	30.1	15.0	11.1	69.5	33.6	33.6	99.0	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	12.9	12.9	30.1	15.0	11.1	69.5	33.6	33.6	99.0	33.2	33.2
LOS by Move:	E	B	B	C	B	B	E	C	C	F	C	C
HCM2kAvgQ:	8	10	10	5	16	4	6	10	10	7	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1371	97	109	2342	167	110	453	165	130	489	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538
Capacity Analysis Module:												
Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.2
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:								****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Canoga Ave									Bus Lane		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	779	0	0	722	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	0	0	722	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	0	0	722	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	820	0	0	760	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	0	0	760	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	0	0	760	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec):	100	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	120	Level Of Service:	A

Street Name:	Canoga Ave									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	1162	55	0	1628	0	0	0	0	55	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1162	55	0	1628	0	0	0	0	55	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1162	55	0	1628	0	0	0	0	55	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1223	58	0	1714	0	0	0	0	58	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1223	58	0	1714	0	0	0	0	58	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1223	58	0	1714	0	0	0	0	58	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.95	0.05	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1803	85	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.68	0.00	0.90	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.97	0.97	0.00	0.97	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.00	0.00
Delay/Veh:	0.0	1.4	1.4	0.0	10.0	0.0	0.0	0.0	0.0	138.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	1.4	0.0	10.0	0.0	0.0	0.0	0.0	138.9	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	F	A	A
HCM2kAvgQ:	0	6	6	0	26	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.352
Loss Time (sec):	12 (Y+R=5.0 sec)	Average Delay (sec/veh):	151.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Chatsworth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	38	2865	44	125	1983	273	480	361	58	113	213	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2865	44	125	1983	273	480	361	58	113	213	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2865	44	125	1983	273	480	361	58	113	213	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3016	46	132	2087	287	505	380	61	119	224	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3016	46	132	2087	287	505	380	61	119	224	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.52	0.93	0.93	0.45	1.00	0.85
Lanes:	1.00	2.95	0.05	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1805	5098	78	1805	3610	1615	996	3045	489	849	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.07	0.58	0.18	0.51	0.12	0.12	0.14	0.12	0.28
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.44	0.44	0.06	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.43
Volume/Cap:	0.40	1.35	1.35	1.31	1.32	0.41	1.35	0.33	0.33	0.37	0.32	0.66
Delay/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	188	188.1	237.4	176	17.8	204.6	20.3	20.3	21.2	20.2	22.7
LOS by Move:	D	F	F	F	F	B	F	C	C	C	C	C
HCM2kAvgQ:	2	68	68	10	65	6	32	5	5	3	4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.310
Loss Time (sec):	16 (Y+R=5.0 sec)	Average Delay (sec/veh):	136.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	5	10	10	5	10	5	5	10	10
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	58	2754	384	211	1605	109	170	403	34	399	341	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	2754	384	211	1605	109	170	403	34	399	341	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	2754	384	211	1605	109	170	403	34	399	341	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	2899	404	222	1689	115	179	424	36	420	359	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2899	404	222	1689	115	179	424	36	420	359	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2899	404	222	1689	115	179	424	36	420	359	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.34	0.94	0.94	0.95	0.94	0.94	0.92	1.00	0.85
Lanes:	1.00	2.63	0.37	1.00	1.87	0.13	1.00	1.84	0.16	2.00	1.00	1.00
Final Sat.:	1805	4470	623	647	3347	227	1805	3289	277	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.65	0.65	0.34	0.50	0.50	0.10	0.13	0.13	0.12	0.19	0.26
Crit Moves:		****		****					****		****	
Green/Cycle:	0.11	0.48	0.48	0.46	0.46	0.46	0.11	0.11	0.11	0.14	0.14	0.23
Volume/Cap:	0.30	1.35	1.35	0.89	1.10	1.10	0.89	1.16	1.16	0.86	1.35	1.13
Delay/Veh:	37.7	184	184.0	45.4	78.1	78.1	75.0	137	136.8	51.8	219	123.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	184	184.0	45.4	78.1	78.1	75.0	137	136.8	51.8	219	123.0
LOS by Move:	D	F	F	D	E	E	E	F	F	D	F	F
HCM2kAvgQ:	2	73	73	9	41	41	8	14	14	9	24	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.414
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	90.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	658	334	113	115	34	20	919	43	164	1222	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	658	334	113	115	34	20	919	43	164	1222	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	658	334	113	115	34	20	919	43	164	1222	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	693	352	119	121	36	21	967	45	173	1286	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	693	352	119	121	36	21	967	45	173	1286	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	693	352	119	121	36	21	967	45	173	1286	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.40	0.40	0.40	0.11	0.95	0.85	0.16	0.95	0.85
Lanes:	0.12	0.59	0.29	0.43	0.44	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	207	966	490	328	333	99	207	3610	1615	302	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.36	0.36	0.36	0.10	0.27	0.03	0.57	0.36	0.11
Crit Moves:		****								****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.41	1.41	1.41	0.72	0.72	0.72	0.25	0.66	0.07	1.41	0.88	0.27
Delay/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.5	216	215.5	23.5	23.5	23.5	19.4	23.0	16.5	254.4	31.5	18.2
LOS by Move:	F	F	F	C	C	C	B	C	B	F	C	B
HCM2kAvgQ:	77	77	77	8	8	8	1	12	1	13	21	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Depot Rd						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	28	3	117	14	3	75	80	1090	35	32	1240	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	3	117	14	3	75	80	1090	35	32	1240	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	3	117	14	3	75	80	1090	35	32	1240	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	3	123	15	3	79	84	1147	37	34	1305	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3	123	15	3	79	84	1147	37	34	1305	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	3	123	15	3	79	84	1147	37	34	1305	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.74	0.86	0.86	0.18	0.95	0.85	0.22	0.95	0.85
Lanes:	0.90	0.10	1.00	1.00	0.04	0.96	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1212	130	1615	1408	63	1564	338	3610	1615	420	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.08	0.01	0.05	0.05	0.25	0.32	0.02	0.08	0.36	0.01
Crit Moves:			****								****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.17	0.17	0.52	0.07	0.35	0.35	0.36	0.46	0.03	0.12	0.52	0.02
Delay/Veh:	19.1	19.1	21.8	18.6	20.1	20.1	4.1	3.6	2.4	2.7	3.9	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	21.8	18.6	20.1	20.1	4.1	3.6	2.4	2.7	3.9	2.4
LOS by Move:	B	B	C	B	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	3	0	2	2	1	5	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	160	415	315	175	129	166	149	972	126	91	1033	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	415	315	175	129	166	149	972	126	91	1033	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	415	315	175	129	166	149	972	126	91	1033	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	437	332	184	136	175	157	1023	133	96	1087	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	437	332	184	136	175	157	1023	133	96	1087	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	437	332	184	136	175	157	1023	133	96	1087	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.89	0.89	0.26	1.00	0.85	0.17	0.95	0.85	0.19	0.95	0.85
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1232	1919	1456	495	1900	1615	318	3610	1615	359	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.37	0.07	0.11	0.49	0.28	0.08	0.27	0.30	0.08
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.35	0.58	0.58	0.95	0.18	0.28	0.95	0.55	0.16	0.51	0.58	0.16
Delay/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	22.2	22.2	76.7	18.0	18.9	75.7	14.9	11.4	16.6	15.4	11.4
LOS by Move:	B	C	C	E	B	B	E	B	B	B	B	B
HCM2kAvgQ:	3	9	9	9	2	3	8	10	2	3	11	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.154
Loss Time (sec):	16 (Y+R=4.5 sec)	Average Delay (sec/veh):	91.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Devonshire St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	152	2285	198	233	1449	229	341	993	107	143	935	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	2285	198	233	1449	229	341	993	107	143	935	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	2285	198	233	1449	229	341	993	107	143	935	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	2405	208	245	1525	241	359	1045	113	151	984	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2405	208	245	1525	241	359	1045	113	151	984	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	2405	208	245	1525	241	359	1045	113	151	984	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.76	0.24	2.00	2.59	0.41	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	3502	4716	409	3502	4390	694	3502	3210	346	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.07	0.35	0.35	0.10	0.33	0.33	0.04	0.27	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.43	0.43	0.06	0.42	0.42	0.09	0.28	0.28	0.06	0.24	0.30
Volume/Cap:	0.68	1.18	1.18	1.18	0.82	0.82	1.13	1.18	1.18	0.77	1.13	0.39
Delay/Veh:	48.5	112	112.2	162.3	25.6	25.6	132.3	125	124.8	59.3	108	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	112	112.2	162.3	25.6	25.6	132.3	125	124.8	59.3	108	25.5
LOS by Move:	D	F	F	F	C	C	F	F	F	E	F	C
HCM2kAvgQ:	4	47	47	9	18	18	11	32	32	4	26	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec):	150	Critical Vol./Cap.(X):	1.433
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	160.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Topanga Canyon Blvd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	2659	320	180	1981	33	95	379	51	430	353	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2659	320	180	1981	33	95	379	51	430	353	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	2659	320	180	1981	33	95	379	51	430	353	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	2799	337	189	2085	35	100	399	54	453	372	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2799	337	189	2085	35	100	399	54	453	372	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2799	337	189	2085	35	100	399	54	453	372	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	0.21	0.10	0.58	0.02	0.06	0.11	0.03	0.25	0.10	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.52	0.69	0.07	0.53	0.53	0.11	0.11	0.11	0.17	0.28	0.28
Volume/Cap:	1.08	1.49	0.30	1.49	1.08	0.04	0.57	1.02	0.31	1.49	0.37	0.44
Delay/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.5	253	7.5	313.6	74.8	13.4	55.4	104	50.3	287.9	35.2	36.5
LOS by Move:	F	F	A	F	E	B	E	F	D	F	D	D
HCM2kAvgQ:	8	113	5	16	55	1	4	12	2	36	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.366
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	140.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Owensmouth Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	18	18	5	18	18
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	919	520	225	339	74	49	714	185	426	760	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	919	520	225	339	74	49	714	185	426	760	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	919	520	225	339	74	49	714	185	426	760	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	967	547	237	357	78	52	752	195	448	800	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	967	547	237	357	78	52	752	195	448	800	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	967	547	237	357	78	52	752	195	448	800	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	0.52	0.52	0.52	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	0.18	1.16	0.66	0.71	1.06	0.23	1.00	1.59	0.41	1.00	1.65	0.35
Final Sat.:	222	1455	823	701	1056	230	1805	2778	720	1805	2908	608
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.34	0.34	0.34	0.03	0.27	0.27	0.25	0.28	0.28
Crit Moves:		****						****		****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.20	0.20	0.18	0.32	0.32
Volume/Cap:	1.37	1.37	1.37	0.70	0.70	0.70	0.45	1.35	1.35	1.37	0.87	0.87
Delay/Veh:	195.1	195	195.1	20.3	20.3	20.3	43.3	204	204.0	221.8	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.1	195	195.1	20.3	20.3	20.3	43.3	204	204.0	221.8	36.3	36.3
LOS by Move:	F	F	F	C	C	C	D	F	F	F	D	D
HCM2kAvgQ:	55	55	55	9	9	9	2	32	32	29	16	16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Depot Rd						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	0	15	42	0	151	96	1396	19	24	1538	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	15	42	0	151	96	1396	19	24	1538	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	15	42	0	151	96	1396	19	24	1538	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	16	44	0	159	101	1469	20	25	1619	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	16	44	0	159	101	1469	20	25	1619	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.00	0.55	0.80	1.00	0.85	0.95	0.95	0.95	0.13	0.94	0.94
Lanes:	0.81	0.00	0.19	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	853	0	197	1522	0	1615	1805	3554	48	249	3427	158
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.10	0.06	0.41	0.41	0.10	0.47	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.00	0.13	0.13	0.00	0.13	0.10	0.71	0.71	0.61	0.61	0.61
Volume/Cap:	0.63	0.00	0.63	0.23	0.00	0.77	0.56	0.58	0.58	0.17	0.77	0.77
Delay/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	29.8	20.2	0.0	37.4	25.4	3.9	3.9	4.7	8.9	8.9
LOS by Move:	C	A	C	C	A	D	C	A	A	A	A	A
HCM2kAvgQ:	2	0	2	1	0	5	2	7	7	0	12	12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.366
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	67.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	8	8	8	8	8	8
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2349	243	101	1591	114	207	1134	121	124	750	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2349	243	101	1591	114	207	1134	121	124	750	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	2473	256	106	1675	120	218	1194	127	131	789	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	2473	256	106	1675	120	218	1194	127	131	789	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.18	0.90	0.90	0.21	0.94	0.94	0.20	0.93	0.93
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	1.81	0.19	1.00	1.73	0.27
Final Sat.:	350	4635	479	350	4792	343	393	3216	343	374	3057	481
Capacity Analysis Module:												
Vol/Sat:	0.59	0.53	0.53	0.30	0.35	0.35	0.55	0.37	0.37	0.35	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.37	1.23	1.23	0.70	0.80	0.80	1.37	0.91	0.91	0.86	0.64	0.64
Delay/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.0	121	121.1	25.1	14.5	14.5	214.2	23.4	23.4	49.5	12.9	12.9
LOS by Move:	F	F	F	C	B	B	F	C	C	D	B	B
HCM2kAvgQ:	13	42	42	3	11	11	13	15	15	5	7	7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Marilla St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	14	14	14	14	14	14
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	29	885	26	313	444	34	118	148	21	9	323	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	885	26	313	444	34	118	148	21	9	323	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	885	26	313	444	34	118	148	21	9	323	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	932	27	329	467	36	124	156	22	9	340	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	932	27	329	467	36	124	156	22	9	340	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	932	27	329	467	36	124	156	22	9	340	758
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.55	0.55	0.55	0.50	0.98	0.98	0.64	1.00	0.85
Lanes:	0.06	1.88	0.06	0.79	1.12	0.09	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	101	3094	91	829	1176	90	941	1632	232	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.40	0.40	0.40	0.13	0.10	0.10	0.01	0.18	0.47
Crit Moves:					****							****
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.78	0.78	0.78	1.03	1.03	1.03	0.29	0.21	0.21	0.02	0.39	1.03
Delay/Veh:	16.8	16.8	16.8	55.5	55.5	55.5	8.9	8.3	8.3	7.5	9.3	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	55.5	55.5	55.5	8.9	8.3	8.3	7.5	9.3	55.2
LOS by Move:	B	B	B	E	E	E	A	A	A	A	A	E
HCM2kAvgQ:	9	9	9	14	14	14	1	2	2	0	4	22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec):	50	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.8
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Owensmouth Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	24	743	40	140	301	17	28	173	40	11	239	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	743	40	140	301	17	28	173	40	11	239	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	743	40	140	301	17	28	173	40	11	239	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	782	42	147	317	18	29	182	42	12	252	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	782	42	147	317	18	29	182	42	12	252	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	782	42	147	317	18	29	182	42	12	252	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.99	0.99	0.95	0.99	0.99	0.59	0.95	0.85	0.63	0.95	0.85
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1007	1789	96	1805	1784	101	1119	3610	1615	1197	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.08	0.18	0.18	0.03	0.05	0.03	0.01	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.46	0.46	0.46	0.10	0.56	0.56	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.05	0.95	0.95	0.82	0.32	0.32	0.13	0.25	0.13	0.05	0.35	0.34
Delay/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	32.5	32.5	46.3	6.1	6.1	16.7	17.0	16.6	16.2	17.5	17.8
LOS by Move:	A	C	C	D	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	19	19	5	3	3	0	1	1	0	2	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Canoga Ave						Plummer St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	5	5	5
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	1 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	208	1096	0	0	1083	145	88	40	186	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1096	0	0	1083	145	88	40	186	0	40	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1096	0	0	1083	145	88	40	186	0	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	1154	0	0	1140	153	93	42	196	0	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1154	0	0	1140	153	93	42	196	0	42	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1154	0	0	1140	153	93	42	196	0	42	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.88	0.12	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	667	1900	0	0	1649	221	1805	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.61	0.00	0.00	0.69	0.69	0.05	0.02	0.12	0.00	0.02	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.09	0.13	0.13	0.00	0.04	0.00
Volume/Cap:	0.43	0.79	0.00	0.00	0.90	0.90	0.57	0.17	0.90	0.00	0.50	0.00
Delay/Veh:	5.5	11.5	0.0	0.0	19.0	19.0	57.4	46.3	87.0	0.0	60.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	11.5	0.0	0.0	19.0	19.0	57.4	46.3	87.0	0.0	60.5	0.0
LOS by Move:	A	B	A	A	B	B	E	D	F	A	E	A
HCM2kAvgQ:	3	26	0	0	39	39	4	1	10	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.107
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	17	17	17	17	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	44	246	85	153	209	61	28	1208	43	160	949	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	246	85	153	209	61	28	1208	43	160	949	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	246	85	153	209	61	28	1208	43	160	949	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	259	89	161	220	64	29	1272	45	168	999	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	259	89	161	220	64	29	1272	45	168	999	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	259	89	161	220	64	29	1272	45	168	999	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.96	0.96	0.47	0.97	0.97	0.28	1.00	1.00	0.12	0.95	0.85
Lanes:	1.00	0.74	0.26	1.00	0.77	0.23	1.00	0.97	0.03	1.00	2.00	1.00
Final Sat.:	884	1357	469	884	1421	415	536	1826	65	228	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.18	0.15	0.15	0.06	0.70	0.70	0.74	0.28	0.09
Crit Moves:		****								****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.30	1.11	1.11	1.06	0.90	0.90	0.08	1.04	1.04	1.11	0.41	0.13
Delay/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	103	103.2	109.6	46.8	46.8	3.0	45.8	45.8	112.7	3.9	3.1
LOS by Move:	B	F	F	F	D	D	A	D	D	F	A	A
HCM2kAvgQ:	1	14	14	7	8	8	0	35	35	8	4	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	53.2
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	20	20	7	20	20	5	18	18	7	18	18
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	913	246	131	1091	106	208	1183	151	163	906	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	913	246	131	1091	106	208	1183	151	163	906	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	913	246	131	1091	106	208	1183	151	163	906	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	961	259	138	1148	112	219	1245	159	172	954	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	961	259	138	1148	112	219	1245	159	172	954	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.16	0.08	0.32	0.07	0.12	0.34	0.10	0.10	0.26	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.32	0.42	0.09	0.33	0.33	0.14	0.36	0.36	0.10	0.31	0.31
Volume/Cap:	0.96	0.83	0.38	0.83	0.96	0.21	0.85	0.96	0.28	0.96	0.85	0.29
Delay/Veh:	118.6	43.3	24.6	82.6	57.8	29.2	71.9	55.1	27.7	110.9	44.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	43.3	24.6	82.6	57.8	29.2	71.9	55.1	27.7	110.9	44.6	31.6
LOS by Move:	F	D	C	F	E	C	E	E	C	F	D	C
HCM2kAvgQ:	9	19	7	7	27	3	10	29	4	10	20	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec):	75	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	146.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Nordhoff St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	5	12	12	5	12	12	12	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2174	94	114	1459	384	326	1006	178	186	746	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2174	94	114	1459	384	326	1006	178	186	746	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2288	99	120	1536	404	343	1059	187	196	785	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2288	99	120	1536	404	343	1059	187	196	785	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.88	0.88	0.96	0.89	0.89	0.95	0.88	0.88
Lanes:	1.00	2.88	0.12	1.00	2.37	0.63	1.00	2.55	0.45	1.00	2.32	0.68
Final Sat.:	1805	4942	214	1805	3979	1047	1817	4310	763	1805	3870	1141
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.07	0.39	0.39	0.19	0.25	0.25	0.11	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.38	0.38	0.29	0.29	0.29	0.18	0.18	0.18	0.16	0.18	0.18
Volume/Cap:	0.39	1.22	1.22	0.54	1.35	1.35	1.04	1.35	1.35	0.68	1.15	1.15
Delay/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	129	128.6	23.2	191	190.6	91.6	197	197.0	36.0	112	111.8
LOS by Move:	C	F	F	C	F	F	F	F	F	D	F	F
HCM2kAvgQ:	3	43	43	3	41	41	15	28	28	6	18	18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Owensmouth Ave.						Parthenia St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	15	15	15	15	15	15
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	16	270	203	79	231	25	34	504	14	168	496	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	270	203	79	231	25	34	504	14	168	496	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	270	203	79	231	25	34	504	14	168	496	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	284	214	83	243	26	36	531	15	177	522	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	284	214	83	243	26	36	531	15	177	522	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	284	214	83	243	26	36	531	15	177	522	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.84	0.84	0.85	0.43	0.95	0.85	0.43	0.95	0.85
Lanes:	0.06	0.94	1.00	0.25	0.75	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	104	1749	1615	409	1195	1615	821	3610	1615	809	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.20	0.20	0.02	0.04	0.15	0.01	0.22	0.14	0.04
Crit Moves:					****					****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.40	0.40	0.33	0.50	0.50	0.04	0.10	0.34	0.02	0.50	0.33	0.09
Delay/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.5	11.7	11.7	9.0	8.5	9.5	8.1	11.4	9.5	8.4
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	A
HCM2kAvgQ:	4	4	3	4	4	0	0	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	105	Level Of Service:	D

Street Name:	Canoga Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	25	25	7	25	25
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	1195	314	138	1180	54	26	611	61	209	690	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1195	314	138	1180	54	26	611	61	209	690	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1195	314	138	1180	54	26	611	61	209	690	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1258	331	145	1242	57	27	643	64	220	726	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1258	331	145	1242	57	27	643	64	220	726	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3428	157	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.20	0.08	0.36	0.36	0.02	0.18	0.04	0.12	0.20	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.41	0.56	0.10	0.46	0.46	0.06	0.21	0.21	0.14	0.30	0.30
Volume/Cap:	0.73	0.84	0.37	0.84	0.79	0.79	0.26	0.84	0.19	0.84	0.68	0.22
Delay/Veh:	81.1	36.1	14.9	82.6	30.4	30.4	55.2	53.7	39.1	71.0	38.8	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.1	36.1	14.9	82.6	30.4	30.4	55.2	53.7	39.1	71.0	38.8	32.0
LOS by Move:	F	D	B	F	C	C	E	D	D	E	D	C
HCM2kAvgQ:	4	24	7	8	23	23	1	14	2	10	13	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Parthenia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	76	2053	129	146	1570	91	213	781	69	113	774	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2053	129	146	1570	91	213	781	69	113	774	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2053	129	146	1570	91	213	781	69	113	774	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2161	136	154	1653	96	224	822	73	119	815	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2161	136	154	1653	96	224	822	73	119	815	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.90	0.90	0.19	0.90	0.90	0.26	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	365	4836	304	365	4864	282	492	3610	1615	486	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.45	0.45	0.42	0.34	0.34	0.46	0.23	0.04	0.24	0.23	0.05
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.53	1.07	1.07	1.01	0.82	0.82	1.07	0.54	0.11	0.58	0.53	0.11
Delay/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	57.5	57.5	91.1	15.5	15.5	97.8	11.1	8.8	15.0	11.1	8.8
LOS by Move:	B	E	E	F	B	B	F	B	A	B	B	A
HCM2kAvgQ:	2	26	26	7	12	12	9	6	1	2	6	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	351	179	73	305	63	69	1287	78	146	1011	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	351	179	73	305	63	69	1287	78	146	1011	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	351	179	73	305	63	69	1287	78	146	1011	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	369	188	77	321	66	73	1355	82	154	1064	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	369	188	77	321	66	73	1355	82	154	1064	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.69	0.69	0.69	0.19	0.90	0.90	0.13	0.90	0.90
Lanes:	0.12	0.58	0.30	0.17	0.69	0.14	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	186	893	455	218	910	188	357	4847	294	243	4642	473
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.35	0.35	0.35	0.20	0.28	0.28	0.63	0.23	0.23
Crit Moves:		****								****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	1.14	1.14	1.14	0.97	0.97	0.97	0.37	0.50	0.50	1.14	0.41	0.41
Delay/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.5	113	113.5	64.3	64.3	64.3	13.5	13.8	13.8	141.0	12.9	12.9
LOS by Move:	F	F	F	E	E	E	B	B	B	F	B	B
HCM2kAvgQ:	33	33	33	19	19	19	2	10	10	10	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	55.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	22	22	7	22	22	5	24	24	7	24	24
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1322	219	161	1150	101	111	1300	139	170	1026	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1392	231	169	1211	106	117	1368	146	179	1080	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	4616	494	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.14	0.09	0.34	0.07	0.06	0.30	0.30	0.10	0.21	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.38	0.48	0.09	0.42	0.42	0.09	0.29	0.29	0.10	0.30	0.30
Volume/Cap:	0.71	1.01	0.30	1.01	0.79	0.16	0.70	1.01	1.01	1.01	0.70	0.29
Delay/Veh:	78.2	63.7	19.1	126.4	33.1	21.5	64.9	68.0	68.0	124.2	38.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	63.7	19.1	126.4	33.1	21.5	64.9	68.0	68.0	124.2	38.7	32.7
LOS by Move:	E	E	B	F	C	C	E	E	E	F	D	C
HCM2kAvgQ:	4	34	5	10	22	2	6	27	27	11	14	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	109	Level Of Service:	D

Street Name:	De Soto Ave						Roscoe Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1725	140	198	1379	109	238	1327	20	76	1056	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1816	147	208	1452	115	251	1397	21	80	1112	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4754	376	3502	5100	77	3502	4588	521
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.31	0.31	0.00	0.27	0.27	0.00	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.42	0.42	0.07	0.42	0.42	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.46	0.91	0.91	0.91	0.73	0.73	0.59	0.91	0.91	0.46	0.89	0.89
Delay/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	33.0	33.0	81.6	25.6	25.6	44.0	41.5	41.5	48.1	42.6	42.6
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	25	25	6	16	16	5	19	19	2	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec):	50	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	8 (Y+R=4.5 sec)	Average Delay (sec/veh):	54.1
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave.						Saticoy St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	2 0 1	1 0	2 0	1
Volume Module:												
Base Vol:	33	525	48	125	335	54	60	1484	16	88	1122	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	525	48	125	335	54	60	1484	16	88	1122	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	525	48	125	335	54	60	1484	16	88	1122	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	553	51	132	353	57	63	1562	17	93	1181	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	553	51	132	353	57	63	1562	17	93	1181	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.54	0.54	0.54	0.21	0.95	0.85	0.21	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.65	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	107	1707	1615	251	674	109	399	3610	1615	399	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.03	0.52	0.52	0.52	0.16	0.43	0.01	0.23	0.33	0.03
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.70	0.70	0.07	1.14	1.14	1.14	0.42	1.14	0.03	0.61	0.86	0.09
Delay/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	7.6	98.4	98.4	98.4	13.3	87.0	9.7	19.6	20.0	10.0
LOS by Move:	B	B	A	F	F	F	B	F	A	B	C	B
HCM2kAvgQ:	9	9	0	21	21	21	1	30	0	2	12	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.168
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	87.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	15	15	7	15	15
Lanes:	1 0	2 0	1	1 0	2	1 0	1	0 2	0 1	1 0	2 0	1
Volume Module:												
Base Vol:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1388	263	154	1190	196	201	1409	75	183	1022	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1461	277	162	1253	206	212	1483	79	193	1076	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	4360	718	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.17	0.09	0.29	0.29	0.12	0.41	0.05	0.11	0.30	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.35	0.44	0.08	0.34	0.34	0.13	0.35	0.35	0.09	0.32	0.32
Volume/Cap:	0.86	1.17	0.39	1.17	0.86	0.86	0.94	1.17	0.14	1.17	0.94	0.49
Delay/Veh:	88.1	124	23.2	183.9	41.8	41.8	94.6	123	26.6	176.9	53.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	124	23.2	183.9	41.8	41.8	94.6	123	26.6	176.9	53.8	33.8
LOS by Move:	F	F	C	F	D	D	F	F	C	F	D	C
HCM2kAvgQ:	7	45	7	12	21	21	11	45	2	13	25	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 186.4
Optimal Cycle: 120 Level Of Service: F

Street Name:	De Soto Ave						Saticoy St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	5	10	10	5	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1776	218	153	1239	186	200	1576	93	130	914	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1776	218	153	1239	186	200	1576	93	130	914	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1869	229	161	1304	196	211	1659	98	137	962	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1869	229	161	1304	196	211	1659	98	137	962	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.68	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.67	0.33	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4546	558	1294	4420	663	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.12	0.30	0.30	0.12	0.46	0.06	0.08	0.27	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.13	0.28	0.28	0.21	0.21	0.21	0.31	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.49	1.48	1.48	0.73	1.40	1.40	0.61	1.48	0.20	0.57	0.87	0.20
Delay/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	249	248.9	36.6	216	216.4	23.4	249	19.2	33.7	31.7	19.4
LOS by Move:	C	F	F	D	F	F	C	F	B	C	C	B
HCM2kAvgQ:	3	50	50	5	34	34	5	57	2	4	14	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 90 Level Of Service: C

Street Name:	Canoga Ave.						Valerio St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	19	19	7	19	19	5	15	15	7	15	15
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	28	1571	43	100	1387	18	93	139	23	64	73	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1571	43	100	1387	18	93	139	23	64	73	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1571	43	100	1387	18	93	139	23	64	73	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1654	45	105	1460	19	98	146	24	67	77	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1654	45	105	1460	19	98	146	24	67	77	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.98	0.98	0.98	0.98	0.85
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	1.00	0.86	0.14	0.47	0.53	1.00
Final Sat.:	1805	3610	1615	1805	3557	46	1805	1596	264	867	989	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.03	0.06	0.41	0.41	0.05	0.09	0.09	0.08	0.08	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.57	0.67	0.07	0.59	0.59	0.07	0.13	0.13	0.10	0.15	0.15
Volume/Cap:	0.27	0.80	0.04	0.80	0.70	0.70	0.81	0.73	0.73	0.80	0.50	0.31
Delay/Veh:	55.4	22.6	6.8	83.3	18.6	18.6	86.8	62.0	62.0	75.1	47.9	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	22.6	6.8	83.3	18.6	18.6	86.8	62.0	62.0	75.1	47.9	45.7
LOS by Move:	E	C	A	F	B	B	F	E	E	E	D	D
HCM2kAvgQ:	1	26	1	6	20	20	6	8	8	7	5	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.164
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.8
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Owensmouth Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	106	460	204	80	350	49	79	1497	54	191	1278	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	460	204	80	350	49	79	1497	54	191	1278	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	460	204	80	350	49	79	1497	54	191	1278	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	484	215	84	368	52	83	1576	57	201	1345	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	484	215	84	368	52	83	1576	57	201	1345	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.91	0.23	0.93	0.93	0.17	0.95	0.85	0.12	0.95	0.85
Lanes:	1.00	1.39	0.61	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	542	2386	1058	436	3110	435	321	3610	1615	232	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.19	0.12	0.12	0.26	0.44	0.04	0.86	0.37	0.04
Crit Moves:	****									****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	1.16	1.15	1.15	1.09	0.67	0.67	0.35	0.59	0.05	1.16	0.50	0.05
Delay/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.8	126	125.6	170.7	41.2	41.2	5.3	6.2	3.4	132.3	5.4	3.5
LOS by Move:	F	F	F	F	D	D	A	A	A	F	A	A
HCM2kAvgQ:	8	21	21	6	8	8	1	12	0	13	9	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec):	120	Critical Vol./Cap.(X):	1.178
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	89.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	10	10	7	10	10	5	17	17	7	17	17
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1400	201	109	1040	81	78	1702	83	90	1422	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1474	212	115	1095	85	82	1792	87	95	1497	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.13	0.06	0.30	0.05	0.05	0.50	0.05	0.05	0.29	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.34	0.40	0.06	0.34	0.34	0.06	0.41	0.41	0.06	0.41	0.41
Volume/Cap:	0.89	1.21	0.33	1.09	0.89	0.16	0.71	1.21	0.13	0.90	0.71	0.17
Delay/Veh:	112.0	140	25.4	170.4	46.4	27.8	73.7	135	22.1	113.1	30.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.0	140	25.4	170.4	46.4	27.8	73.7	135	22.1	113.1	30.9	22.9
LOS by Move:	F	F	C	F	D	C	E	F	C	F	C	C
HCM2kAvgQ:	6	47	5	8	23	2	4	56	2	6	18	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec):	100	Critical Vol./Cap.(X):	1.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	181.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Sherman Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	5	12	12	5	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1823	245	126	1196	154	209	1611	163	184	1289	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1919	258	133	1259	162	220	1696	172	194	1357	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.89	0.89	0.07	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	2.64	0.36	1.00	2.66	0.34	1.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	270	4490	603	125	4517	582	1805	4644	470	1805	4605	504
Capacity Analysis Module:												
Vol/Sat:	0.50	0.43	0.43	1.06	0.28	0.28	0.12	0.37	0.37	0.11	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.08	0.21	0.21	0.06	0.19	0.19
Volume/Cap:	0.83	0.70	0.70	1.74	0.46	0.46	1.53	1.74	1.74	1.74	1.53	1.53
Delay/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	14.1	14.1	400.5	10.7	10.7	317.7	376	375.8	413.8	285	285.4
LOS by Move:	D	B	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	6	17	17	13	9	9	18	58	58	18	42	42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec):	50	Critical Vol./Cap.(X):	1.380
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	120	Level Of Service:	C

Street Name:	Owensmouth Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	619	220	81	613	70	121	1569	94	216	1355	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	619	220	81	613	70	121	1569	94	216	1355	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	619	220	81	613	70	121	1569	94	216	1355	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	652	232	85	645	74	127	1652	99	227	1426	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	652	232	85	645	74	127	1652	99	227	1426	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.85	0.40	0.94	0.94	0.14	0.95	0.85	0.13	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	760	3610	1615	760	3191	364	257	3610	1615	238	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.14	0.11	0.20	0.20	0.50	0.46	0.06	0.96	0.40	0.08
Crit Moves:					****					****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.56	0.90	0.72	0.56	1.01	1.01	0.78	0.71	0.10	1.50	0.62	0.13
Delay/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	34.1	26.2	22.7	56.5	56.5	26.8	7.1	3.5	263.5	5.9	3.6
LOS by Move:	C	C	C	C	E	E	C	A	A	F	A	A
HCM2kAvgQ:	2	9	5	2	12	12	4	10	1	15	8	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	53.8
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	12	12	7	12	12	5	19	19	7	19	19
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1356	328	159	1076	121	141	1370	76	104	943	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1356	328	159	1076	121	141	1370	76	104	943	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1427	345	167	1133	127	148	1442	80	109	993	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1427	345	167	1133	127	148	1442	80	109	993	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.21	0.09	0.31	0.08	0.08	0.40	0.05	0.06	0.27	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.30	0.36	0.10	0.32	0.32	0.11	0.41	0.41	0.06	0.36	0.36
Volume/Cap:	0.98	0.93	0.60	0.93	0.98	0.25	0.76	0.98	0.12	0.98	0.76	0.25
Delay/Veh:	125.3	50.9	33.1	99.8	62.0	30.3	68.0	53.8	22.2	134.7	36.4	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.3	50.9	33.1	99.8	62.0	30.3	68.0	53.8	22.2	134.7	36.4	27.1
LOS by Move:	F	D	C	F	E	C	E	D	C	F	D	C
HCM2kAvgQ:	8	23	11	9	28	3	7	34	2	7	18	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.734
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	167.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1856	156	136	1174	246	184	1546	103	143	959	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1856	156	136	1174	246	184	1546	103	143	959	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1954	164	143	1236	259	194	1627	108	151	1009	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.08	0.89	0.89	0.95	0.95	0.85	0.59	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.48	0.52	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	222	4727	397	156	4177	875	1805	3610	1615	1120	2940	579
Capacity Analysis Module:												
Vol/Sat:	0.35	0.41	0.41	0.92	0.30	0.30	0.11	0.45	0.07	0.13	0.34	0.34
Crit Moves:				****				****		****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.13	0.27	0.27	0.19	0.19	0.19
Volume/Cap:	0.64	0.76	0.76	1.69	0.54	0.54	0.80	1.69	0.25	0.81	1.81	1.81
Delay/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	17.2	17.2	375.8	13.5	13.5	55.5	347	26.2	53.4	409	409.1
LOS by Move:	C	B	B	F	B	B	E	F	C	D	F	F
HCM2kAvgQ:	3	18	18	13	10	10	7	67	2	6	54	54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Owensmouth Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	225	734	105	230	550	179	99	1425	116	158	1330	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	734	105	230	550	179	99	1425	116	158	1330	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	734	105	230	550	179	99	1425	116	158	1330	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	773	111	242	579	188	104	1500	122	166	1400	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	773	111	242	579	188	104	1500	122	166	1400	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.07	0.00	0.16	0.12	0.06	0.29	0.08	0.09	0.27	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.26	0.26	0.16	0.23	0.23	0.12	0.35	0.35	0.34	0.34	0.50
Volume/Cap:	0.60	0.83	0.27	0.83	0.69	0.51	0.46	0.83	0.22	0.60	0.80	0.22
Delay/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
LOS by Move:	D	D	C	E	D	C	D	C	C	C	C	B
HCM2kAvgQ:	7	14	3	10	10	6	4	18	3	5	16	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.695
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	168.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Canoga Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	1508	306	113	1148	150	164	1275	50	226	1315	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	1587	322	119	1208	158	173	1342	53	238	1384	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.89	0.89	0.95	0.89	0.89	0.43	0.90	0.90	0.33	0.91	0.85
Lanes:	1.00	2.49	0.51	1.00	2.65	0.35	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	289	4204	853	1805	4510	589	811	4961	195	634	5187	1615
Capacity Analysis Module:												
Vol/Sat:	1.01	0.38	0.38	0.07	0.27	0.27	0.21	0.27	0.27	0.38	0.27	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.59	0.59	0.59	0.04	0.63	0.63	0.22	0.16	0.16	0.28	0.17	0.22
Volume/Cap:	1.71	0.64	0.64	1.58	0.43	0.43	0.98	1.70	1.70	1.15	1.53	0.38
Delay/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	368.1	16.8	16.8	372.6	11.3	11.3	99.6	370	370.3	145.4	294	40.9
LOS by Move:	F	B	B	F	B	B	F	F	F	F	F	D
HCM2kAvgQ:	27	17	17	11	9	9	10	46	46	16	41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.261
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Variel Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	226	0	590	0	0	0	0	1665	78	113	1399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	590	0	0	0	0	1665	78	113	1399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	590	0	0	0	0	1665	78	113	1399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	621	0	0	0	0	1753	82	119	1473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	0	621	0	0	0	0	1753	82	119	1473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	0.90	0.90	0.08	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1461	0	1615	0	0	0	0	4920	230	150	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.38	0.00	0.00	0.00	0.00	0.36	0.36	0.79	0.28	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.63	0.00
Volume/Cap:	0.53	0.00	1.26	0.00	0.00	0.00	0.00	0.57	0.57	1.26	0.45	0.00
Delay/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	174.8	0.0	0.0	0.0	0.0	13.1	13.1	200.5	11.7	0.0
LOS by Move:	D	A	F	A	A	A	A	B	B	F	B	A
HCM2kAvgQ:	8	0	41	0	0	0	0	14	14	10	10	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.137
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	70.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	De Soto Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Prot+Permit			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1608	564	126	1013	230	428	1415	170	258	1158	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1693	594	133	1066	242	451	1489	179	272	1219	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.88	0.88	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.22	0.78	1.00	2.44	0.56	2.00	2.68	0.32	2.00	3.00	1.00
Final Sat.:	1805	3690	1294	1805	4109	933	3502	4557	547	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.33	0.33	0.00	0.24	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.42	0.42	0.07	0.42	0.42	0.13	0.30	0.30	0.11	0.24	0.24
Volume/Cap:	0.41	1.08	1.08	1.08	0.61	0.61	0.97	1.08	1.08	0.74	0.97	0.36
Delay/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	79.9	79.9	160.5	27.5	27.5	86.2	89.9	89.9	59.8	64.0	38.4
LOS by Move:	D	E	E	F	C	C	F	F	F	E	E	D
HCM2kAvgQ:	3	43	43	9	14	14	13	32	32	7	21	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Owensmouth Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	876	120	125	721	326	149	333	33	51	489	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	876	120	125	721	326	149	333	33	51	489	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	876	120	125	721	326	149	333	33	51	489	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	922	126	132	759	343	157	351	35	54	515	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	922	126	132	759	343	157	351	35	54	515	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	922	126	132	759	343	157	351	35	54	515	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.19	0.91	0.91	0.31	0.94	0.94	0.50	0.92	0.92
Lanes:	1.00	1.76	0.24	1.00	1.38	0.62	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	325	3118	427	361	2369	1071	591	3242	321	956	2793	708
Capacity Analysis Module:												
Vol/Sat:	0.28	0.30	0.30	0.36	0.32	0.32	0.27	0.11	0.11	0.06	0.18	0.18
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.55	0.59	0.59	0.73	0.64	0.64	0.73	0.30	0.30	0.15	0.50	0.50
Delay/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	11.1	11.1	25.5	11.8	11.8	28.2	13.7	13.7	13.0	15.1	15.1
LOS by Move:	B	B	B	C	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	8	8	4	9	9	4	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.252
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.4
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave						Erwin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	10	10	10	5	12	12	12	12	12
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1785	110	75	1429	169	189	290	240	96	301	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1785	110	75	1429	169	189	290	240	96	301	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1785	110	75	1429	169	189	290	240	96	301	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1879	116	79	1504	178	199	305	253	101	317	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1879	116	79	1504	178	199	305	253	101	317	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.08	0.90	0.90	0.95	0.89	0.89	0.21	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.68	0.32	1.00	1.09	0.91	1.00	1.53	0.47
Final Sat.:	1805	4842	298	143	4564	540	1805	1841	1524	405	2661	822
Capacity Analysis Module:												
Vol/Sat:	0.17	0.39	0.39	0.55	0.33	0.33	0.11	0.17	0.17	0.25	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.58	0.58	0.45	0.45	0.45	0.09	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	1.29	0.67	0.67	1.24	0.74	0.74	1.29	0.57	0.57	1.23	0.58	0.58
Delay/Veh:	211.7	18.1	18.1	225.3	28.8	28.8	226.7	37.2	37.2	219.3	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.7	18.1	18.1	225.3	28.8	28.8	226.7	37.2	37.2	219.3	44.4	44.4
LOS by Move:	F	B	B	F	C	C	F	D	D	F	D	D
HCM2kAvgQ:	22	19	19	7	20	20	15	10	10	8	8	8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 87 Level Of Service: C

Street Name:	Owensmouth Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	314	906	230	141	591	188	86	563	69	108	811	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	906	230	141	591	188	86	563	69	108	811	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	906	230	141	591	188	86	563	69	108	811	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	954	242	148	622	198	91	593	73	114	854	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	954	242	148	622	198	91	593	73	114	854	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	954	242	148	622	198	91	593	73	114	854	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.18	0.92	0.92	0.26	0.95	0.85	0.28	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	583	2793	709	344	2640	840	496	3610	1615	523	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.57	0.34	0.34	0.43	0.24	0.24	0.18	0.16	0.04	0.22	0.24	0.12
Crit Moves:	****										****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.93	0.56	0.56	0.71	0.39	0.39	0.72	0.64	0.18	0.85	0.93	0.49
Delay/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.9
LOS by Move:	D	A	A	B	A	A	D	C	B	E	D	B
HCM2kAvgQ:	10	7	7	4	4	4	3	6	1	5	13	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.687
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 63.8
Optimal Cycle: 120 Level Of Service: E

Street Name:	Canoga Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	215	1690	143	116	1275	228	195	504	235	155	490	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1690	143	116	1275	228	195	504	235	155	490	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1690	143	116	1275	228	195	504	235	155	490	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1779	151	122	1342	240	205	531	247	163	516	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1779	151	122	1342	240	205	531	247	163	516	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.90	0.90	0.08	0.95	0.85	0.17	0.90	0.90	0.12	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	256	4725	400	159	3610	1615	329	2344	1093	237	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.89	0.38	0.38	0.77	0.37	0.15	0.62	0.23	0.23	0.69	0.19	0.19
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.69	0.72	0.72	1.47	0.71	0.28	1.53	0.55	0.55	1.69	0.48	0.48
Delay/Veh:	367.6	22.7	22.7	292.4	22.8	16.1	307.5	27.6	27.6	385.0	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	367.6	22.7	22.7	292.4	22.8	16.1	307.5	27.6	27.6	385.0	26.3	26.3
LOS by Move:	F	C	C	F	C	B	F	C	C	F	C	C
HCM2kAvgQ:	21	20	20	11	20	5	18	12	12	16	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	De Soto Ave						Oxnard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	113	2003	216	59	1446	181	291	636	190	45	210	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	2003	216	59	1446	181	291	636	190	45	210	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	2003	216	59	1446	181	291	636	190	45	210	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2108	227	62	1522	191	306	669	200	47	221	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2108	227	62	1522	191	306	669	200	47	221	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.90	0.90	0.07	0.89	0.89	0.57	1.00	0.85	0.14	0.93	0.93
Lanes:	1.00	2.71	0.29	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	177	4612	497	141	4532	567	1079	1900	1615	270	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.67	0.46	0.46	0.44	0.34	0.34	0.28	0.35	0.12	0.18	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.13	0.76	0.76	0.74	0.56	0.56	0.91	1.13	0.40	0.56	0.24	0.24
Delay/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.4	14.6	14.6	41.9	11.2	11.2	56.5	107	24.7	34.0	23.1	23.1
LOS by Move:	F	B	B	D	B	B	E	F	C	C	C	C
HCM2kAvgQ:	8	19	19	3	11	11	12	32	5	2	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.2
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Busway A						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	8	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway B						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Busway C						Lassen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1454	0	0	1731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1454	0	0	1731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	0	0	1731	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1531	0	0	1822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1531	0	0	1822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:											****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Street Name:	Canoga Ave									Bus Lane		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	1184	0	0	1228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1184	0	0	1228	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1184	0	0	1228	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	1293	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	1293	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 120 Level Of Service: C

Street Name:	Canoga Ave									MOL		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	1758	58	0	1370	0	0	0	0	58	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1758	58	0	1370	0	0	0	0	58	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1758	58	0	1370	0	0	0	0	58	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1851	61	0	1442	0	0	0	0	61	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1851	61	0	1442	0	0	0	0	61	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1851	61	0	1442	0	0	0	0	61	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.97	0.03	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Final Sat.:	0	1832	60	0	1900	0	0	0	0	1805	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.01	1.01	0.00	0.76	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.97	0.97	0.00	0.97	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Volume/Cap:	0.00	1.04	1.04	0.00	0.78	0.00	0.00	0.00	0.00	1.04	0.00	0.00
Delay/Veh:	0.0	35.2	35.2	0.0	2.5	0.0	0.0	0.0	0.0	178.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.2	35.2	0.0	2.5	0.0	0.0	0.0	0.0	178.9	0.0	0.0
LOS by Move:	A	D	D	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	0	74	74	0	9	0	0	0	0	5	0	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix E

Air Quality

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

AIR QUALITY
TECHNICAL APPENDIX

Wind and Climate Information

CANOGA PARK PIERCE COLL, CALIFORNIA

Period of Record General Climate Summary - Temperature

Station:(041484) CANOGA PARK PIERCE COLL

From Year=1949 To Year=2006

	Monthly Averages			Daily Extremes				Monthly Extremes				Max. Temp.		Min. Temp.	
	Max.	Min.	Mean	High	Date	Low	Date	Highest Mean	Year	Lowest Mean	Year	>= 90 F	<= 32 F	<= 32 F	<= 0 F
	F	F	F	F	dd/yyyy or yyyymmdd	F	dd/yyyy or yyyymmdd	F	-	F	-	# Days	# Days	# Days	# Days
January	67.9	39.3	53.6	93	14/1975	19	07/1950	61.0	2003	45.6	1950	0.1	0.0	5.6	0.0
February	70.0	40.7	55.3	94	26/1986	18	06/1989	61.5	1963	48.2	1956	0.2	0.0	3.2	0.0
March	72.3	41.9	57.1	101	26/1988	26	13/1954	65.2	2004	50.1	1952	0.8	0.0	1.7	0.0
April	76.9	44.6	60.8	105	06/1989	30	09/1953	67.4	1989	51.3	1967	3.5	0.0	0.3	0.0
May	81.0	49.0	65.0	113	29/1984	33	04/1950	72.7	1984	57.6	1998	6.0	0.0	0.0	0.0
June	87.3	52.9	70.1	113	15/1961	36	07/1950	77.8	1981	63.0	1952	13.0	0.0	0.0	0.0
July	94.9	57.0	75.9	115	16/1960	42	01/1952	81.0	1985	71.7	1949	24.3	0.0	0.0	0.0
August	95.4	57.3	76.3	116	24/1985	42	06/1950	81.7	1992	70.3	1954	24.9	0.0	0.0	0.0
September	91.7	54.6	73.2	115	06/1955	38	20/1954	79.6	1984	67.8	1950	17.9	0.0	0.0	0.0
October	84.1	49.0	66.5	110	01/1980	27	30/1971	71.6	2003	61.3	1954	9.1	0.0	0.1	0.0
November	74.8	42.6	58.7	99	03/1975	23	17/1958	63.3	1976	52.0	1994	1.6	0.0	1.2	0.0
December	68.8	38.8	53.8	96	03/1958	20	29/1954	58.8	1958	49.0	1971	0.1	0.0	5.3	0.0
Annual	80.4	47.3	63.9	116	19850824	18	19890206	66.3	1984	60.5	1952	101.5	0.0	17.5	0.0
Winter	68.9	39.6	54.3	96	19581203	18	19890206	57.6	1986	49.4	1950	0.4	0.0	14.1	0.0
Spring	76.7	45.2	61.0	113	19840529	26	19540313	65.5	1993	56.1	1998	10.4	0.0	2.0	0.0
Summer	92.5	55.7	74.1	116	19850824	36	19500607	77.6	1981	69.8	1952	62.1	0.0	0.0	0.0
Fall	83.5	48.7	66.1	115	19550906	23	19581117	70.0	1991	62.4	1994	28.6	0.0	1.4	0.0

Table updated on Jul 28, 2006

For monthly and annual means, thresholds, and sums:
Months with 5 or more missing days are not considered
Years with 1 or more missing months are not considered
Seasons are climatological not calendar seasons

Winter = Dec., Jan., and Feb. Spring = Mar., Apr., and May

Summer = Jun., Jul., and Aug. Fall = Sep., Oct., and Nov.

Western Regional Climate Center, wrcc@dri.edu

CANOGA PARK PIERCE COLL, CALIFORNIA

Period of Record General Climate Summary - Precipitation

Station:(041484) CANOGA PARK PIERCE COLL

From Year=1949 To Year=2006

	Precipitation											Total Snowfall		
	Mean	High	Year	Low	Year	1 Day Max.		>= 0.01 in.	>= 0.10 in.	>= 0.50 in.	>= 1.00 in.	Mean	High	Year
	in.	in.	-	in.	-	in.	dd/yyyy or yyyymmdd	# Days	# Days	# Days	# Days	in.	in.	-
January	3.78	16.80	1995	0.00	1972	4.62	11/2001	6	5	2	1	0.0	0.0	1950
February	3.95	18.02	1998	0.00	1961	5.78	12/2003	6	4	2	1	0.0	0.5	1989
March	2.78	12.39	1983	0.00	1956	6.06	01/1983	6	4	2	1	0.0	0.0	1950
April	1.10	6.76	1965	0.00	1962	2.49	14/1988	3	2	1	0	0.0	0.0	1950
May	0.28	4.06	1998	0.00	1950	2.00	08/1977	1	1	0	0	0.0	0.0	1950
June	0.04	0.67	1999	0.00	1950	0.52	05/1993	0	0	0	0	0.0	0.0	1950
July	0.01	0.17	1995	0.00	1949	0.17	16/1995	0	0	0	0	0.0	0.0	1949
August	0.10	2.49	1977	0.00	1949	2.35	17/1977	1	0	0	0	0.0	0.0	1949
September	0.16	2.26	1976	0.00	1949	1.12	10/1976	1	0	0	0	0.0	0.0	1949
October	0.53	5.93	1987	0.00	1949	3.20	31/1987	2	1	0	0	0.0	0.0	1949
November	1.79	12.60	1965	0.00	1956	6.57	29/1970	4	2	1	1	0.0	0.0	1949
December	2.31	8.44	2004	0.00	1958	4.98	29/1965	5	3	2	1	0.0	0.0	1949
Annual	16.83	38.48	1983	3.92	1953	6.57	19701129	34	22	10	5	0.0	0.5	1989
Winter	10.05	33.16	2005	1.94	1964	5.78	20030212	17	12	6	3	0.0	0.5	1989
Spring	4.16	15.67	1983	0.00	1997	6.06	19830301	10	6	3	1	0.0	0.0	1950
Summer	0.15	2.49	1977	0.00	1950	2.35	19770817	1	0	0	0	0.0	0.0	1950
Fall	2.47	12.78	1965	0.00	1980	6.57	19701129	6	4	2	1	0.0	0.0	1949

Table updated on Jul 28, 2006

For monthly and annual means, thresholds, and sums:
Months with 5 or more missing days are not considered
Years with 1 or more missing months are not considered
Seasons are climatological not calendar seasons

Winter = Dec., Jan., and Feb. Spring = Mar., Apr., and May

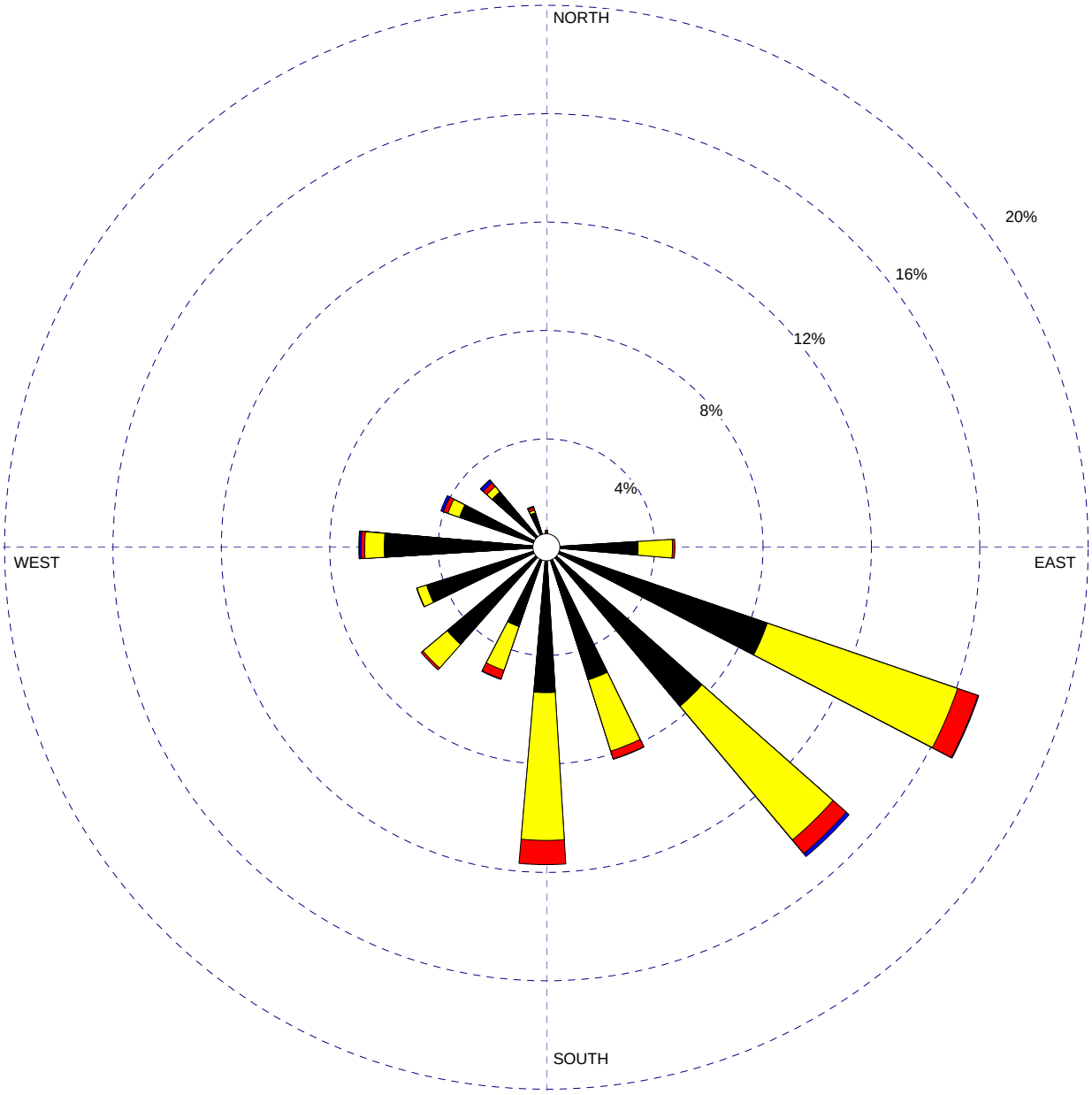
Summer = Jun., Jul., and Aug. Fall = Sep., Oct., and Nov.

WIND ROSE PLOT:

Canoga Orange Line Extension 2006-115

DISPLAY:

Wind Speed
Direction (blowing from)



WIND SPEED
(Knots)

- >= 22
- 17 - 21
- 11 - 17
- 7 - 11
- 4 - 7
- 1 - 4

DATA PERIOD:

1981
Jan 1 - Dec 31
00:00 - 23:00

COMPANY NAME:

COMMENTS:

TOTAL COUNT:

8760 hours

MODELER:

CALM WINDS:

10.13%

DATE:

10/8/2007

AVG. WIND SPEED:

3.67 Knots

PROJECT NO.:

2007-083

SCAQMD Data

2004 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2004

Source/Receptor Area No.	Location	Station No.	Carbon Monoxide: No. Days of Data	Carbon Monoxide: Max. Conc. in ppm 1-hour	Carbon Monoxide: Max Conc. in ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a) Federal ≥ 9.5 ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a) State > 9.0 ppm 8-hour	Ozone: No. Days of Data	Ozone: Max. Conc. in ppm 1-hour	Ozone: Max. Conc. in ppm 8-hour	Ozone: Fourth High Conc. ppm 8-hour	Ozone: No. Days Standard Exceeded Health Advisory ≥ 0.15 ppm 1-hour	Ozone: No. Days Standard Exceeded Federal > 0.12 ppm 1-hour	Ozone: No. Days Standard Exceeded Federal > 0.08 ppm 8-hour	Ozone: No. Days Standard Exceeded State b) > 0.09 ppm 1-hour	Ozone: No. Days Standard Exceeded State b) > 0.07 ppm 8-hour	Nitrogen Dioxide: No. Days of Data	Nitrogen Dioxide: Max Conc. in ppm 1-hour c)	Nitrogen Dioxide: Annual Average c) AAM Conc. ppm	Sulfur Dioxide: No. Days of Data	Sulfur Dioxide: Max. Conc. in ppm 1-hour d)	Sulfur Dioxide: Max. Conc. in ppm 24-hour d)
LOS ANGELES COUNTY																							
1	Central LA	087	361	4	3.2	0	0	366	0.110	0.092	0.079	0	0	1	7	7	359	0.16	0.0328	364	0.08	0.015
2	Northwest Coastal LA County	091	360	4	2.3	0	0	366	0.107	0.089	0.078	0	0	1	5	6	355	0.09	0.0198	--	--	--
3	Southwest Coastal LA County 1	094	90*	6*	4.4*	0*	0*	90*	0.069*	0.060*	0.056*	0*	0*	0*	0*	0*	89*	0.08*	0.0310*	89*	0.03*	0.004*
3	Southwest Coastal LA County 2	820	260*	4*	3.0*	0*	0*	262*	0.120*	0.100*	0.086*	0*	0*	4*	4*	13*	230*	0.09*	0.0136*	261*	0.02*	0.007*
4	South Coastal LA County 1	072	366	4	3.4	0	0	366	0.090	0.075	0.071	0	0	0	0	0	356	0.12	0.0280	361	0.04	0.012
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	West San Fernando Valley	074	366	5	3.5	0	0	366	0.131	0.116	0.102	0	2	29	54	65	365	0.08	0.0214	--	--	--
7	East San Fernando Valley	069	366	5	3.7	0	0	366	0.137	0.109	0.089	0	2	7	27	37	356	0.12	0.0332	348	0.02	0.010
8	West San Gabriel Valley	088	361	7	3.4	0	0	365	0.130	0.103	0.093	0	1	9	27	31	355	0.12	0.0270	--	--	--
9	East San Gabriel Valley 1	060	366	3	2.0	0	0	366	0.134	0.104	0.094	0	2	10	28	26	351	0.10	0.0204	--	--	--
9	East San Gabriel Valley 2	591	361	2	2.0	0	0	366	0.134	0.108	0.095	0	4	16	42	35	353	0.12	0.0240	--	--	--
10	Pomona/Walnut Valley	075	366	4	3.1	0	0	366	0.131	0.102	0.097	0	4	13	31	25	364	0.11	0.0314	--	--	--
11	South San Gabriel Valley	085	366	5	3.6	0	0	366	0.104	0.084	0.080	0	0	0	7	7	353	0.12	0.0305	--	--	--
12	South Central LA County	084	366	10	6.7	0	0	366	0.084	0.072	0.065	0	0	0	0	0	362	0.10	0.0301	--	--	--
13	Santa Clarita Valley	090	363	5	3.7	0	0	360	0.158	0.133	0.108	1	13	52	69	81	358	0.09	0.0204	--	--	--
ORANGE COUNTY																							
16	North Orange County	3177	364	7	4.0	0	0	364	0.099	0.080	0.078	0	0	0	6	6	341	0.12	0.0252	--	--	--
17	Central Orange County	3176	366	5	4.1	0	0	366	0.120	0.097	0.088	0	0	6	14	35	361	0.12	0.0199	--	--	--
18	North Coastal Orange County	3195	366	5	4.1	0	0	366	0.104	0.087	0.076	0	0	1	2	5	357	0.10	0.0151	364	0.03	0.008
19	Saddleback Valley	3812	366	2	1.6	0	0	366	0.116	0.089	0.086	0	0	2	11	20	--	--	--	--	--	--
RIVERSIDE COUNTY																							
22	Norco/Corona	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	364	4	3.0	0	0	366	0.141	0.117	0.112	0	8	35	59	75	363	0.09	0.0172	331	0.02	0.015
23	Metropolitan Riverside County 2	4146	366	4	2.1	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
24	Perris Valley	4149	--	--	--	--	--	365	0.128	0.103	0.097	0	2	19	37	47	--	--	--	--	--	--
25	Lake Elsinore	4158	353	2	0.9	0	0	353	0.130	0.116	0.103	0	2	21	41	51	339	0.06	0.0151	--	--	--
29	Banning Airport	4164	--	--	--	--	--	349	0.156	0.116	0.112	1	7	40	49	69	334	0.08	0.0165	--	--	--
30	Coachella Valley 1**	4137	366	2	1.0	0	0	366	0.125	0.108	0.099	0	1	31	36	55	353	0.07	0.0130	--	--	--
30	Coachella Valley 2**	4157	--	--	--	--	--	366	0.111	0.102	0.098	0	0	18	23	51	--	--	--	--	--	--
SAN BERNARDINO COUNTY																							
32	Northwest San Bernardino Valley	5175	366	3	2.1	0	0	366	0.138	0.105	0.103	0	2	18	31	31	365	0.11	0.0305	--	--	--
33	Southwest San Bernardino Valley	5817	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	313*	3*	2.1*	0*	0*	366	0.149	0.123	0.112	0	7	28	48	54	346	0.06	0.0273	360	0.01	0.006
34	Central San Bernardino Valley 2	5203	366	4	3.3	0	0	366	0.157	0.130	0.113	1	9	38	55	58	363	0.12	0.0261	--	--	--
35	East San Bernardino Valley	5204	--	--	--	--	--	366	0.160	0.137	0.122	1	12	53	75	76	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	--	--	364	0.163	0.145	0.124	1	9	66	75	96	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DISTRICT MAXIMUM				10	6.7	0	0		0.163	0.145	0.124	1	13	66	75	96		0.16	0.0332		0.08	0.015
SOUTH COAST AIR BASIN				10	6.7	0	0		0.163	0.148	0.124	4	28	90	111	148		0.16	0.0332		0.08	0.015

ppm - Parts Per Million parts of air, by volume. AAM = Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

a) - The federal 1-hour standard (1-hour average CO > 35 ppm) and state 1-hour standard (1-hour average CO > 20 ppm) were not exceeded.

b) - On April 28, 2005, Air Resources Board has approved revising the California Ozone standard to establish a new 8-hour average standard of 0.07 ppm. The new 8-hour standard is expected to take effect by December 2005.

c) - The state standard is 1-hour average NO_2 > 0.25 ppm. The federal standard is annual arithmetic mean NO_2 > 0.0534 ppm. No location exceeded the standards.

d) - The state standards are 1-hour average SO_2 > 0.25 ppm and 24-hour average SO_2 > 0.04 ppm. The federal standards are annual arithmetic mean SO_2 > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm. No location exceeded SO_2 standards.

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4182
www.aqmd.gov

The map showing the locations of source/receptor areas can be accessed via the Internet at http://www.aqmd.gov/telemweb/areamap.aspx. Locations of source/receptor areas are shown on the "South Coast Air Quality Management District Air Monitoring Areas" map available free of charge from SCAQMD Public Information.

2004 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2004

Source/Receptor Area No.	Location	Station No.	Suspended Particulates PM10 e) No. Days of Data	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 150 µg/m³ 24-hour	No. (%) Samples Exceeding Standard State > 50 µg/m³ 24-hour	Annual Average h) AAM Conc. µg/m³	Suspended Particulates PM2.5 f) No. Days of Data	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 65 µg/m³ 24-hour	Annual Averages i) AAM Conc. µg/m³	Particulates TSP g) No. Days of Data	Max. Conc. in µg/m³ 24-hour	Annual Average AAM Conc. µg/m³	Lead g) Max. Monthly Average Conc. j) µg/m³	Max. Quarterly Average Conc. j) µg/m³	Sulfate g) Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard State ≥ 25 µg/m³ 24-hour
LOS ANGELES COUNTY																		
1	Central LA	087	61	72	0	5(8.2)	32.7	318	75.0	2(0.6)	19.6	62	115	66.4	0.03	0.03	12.7	0
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	59	79	46.8	--	--	11.4	0
3	Southwest Coastal LA County 1	094	15*	52*	0*	2(13.3)*	30.9*	--	--	--	--	15*	71*	50.5*	0.01	0.01	13.1	0
3	Southwest Coastal LA County 2	820	37*	47*	0*	0*	25.1	--	--	--	--	45*	77*	43.8*	0.01	0.01	14.3	0
4	South Coastal LA County 1	072	60	72	0	4(6.7)	33.1	323	66.6	1(0.3)	17.6	62	103	59.1	0.02	0.01	15.9	0
4	South Coastal LA County 2	077	59	83	0	12(20.3)	38.1	327	59.7	0	16.6	59	112	64.2	0.02	0.01	16.4	0
6	West San Fernando Valley	074	--	--	--	--	--	106	56.2	0	15.6	--	--	--	--	--	--	--
7	East San Fernando Valley	069	60	74	0	7(11.7)	37.5	109	60.1	0	19.2	--	--	--	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	113	59.4	0	16.6	58	95	49.5	--	--	11.2	0
9	East San Gabriel Valley 1	060	55	83	0	8(14.5)	35.4	279	75.6	1(0.4)	18.4	59	156	75.2	--	--	10.6	0
9	East San Gabriel Valley 2	591	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	108	60.7	0	19.9	55	140	73.0	0.03	0.02	12.4	0
12	South Central LA County	084	--	--	--	--	--	115	55.8	0	18.5	58	128	78.6	0.03	0.03	14.7	0
13	Santa Clarita Valley	090	60	54	0	2(3.3)	28.1	--	--	--	--	--	--	--	--	--	--	--
ORANGE COUNTY																		
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	61	74	0	7(11.5)	34.1	319	58.9	0	16.8	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	57	47	0	0	23.7	111	49.4	0	12.1	--	--	--	--	--	--	--
RIVERSIDE COUNTY																		
22	Norco/Corona	4155	57	76	0	11(19.3)	38.0	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	119	137	0	72(60.5)	55.5	342	91.7	5(1.5)	22.1	60	199	100.5	0.02	0.01	9.8	0
23	Metropolitan Riverside County 2	4146	--	--	--	--	--	110	93.8	2(1.8)	20.8	59	244	81.9	0.01	0.01	9.1	0
24	Perris Valley	4149	59	83	0	15(25.4)	41.4	--	--	--	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	Banning Airport	4164	61	82	0	7(11.5)	29.3	--	--	--	--	--	--	--	--	--	--	--
30	Coachella Valley 1**	4137	59	79	0	2(3.4)	26.4	112	27.1	0	9.0	--	--	--	--	--	--	--
30	Coachella Valley 2**	4157	118+	83+	0+	23(19.5)+	39.3+	110	28.5	0	10.7	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																		
32	Northwest San Bernardino Valley	5175	--	--	--	--	--	--	--	--	--	55	127	63.5	0.02	0.01	9.2	0
33	Southwest San Bernardino Valley	5817	58	93	0	17(29.3)	42.8	112	86.1	2(1.8)	20.9	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	61	106	0	29(47.5)	47.7	104	71.4	1(1.0)	20.0	59	235	113.4	--	--	10.8	0
34	Central San Bernardino Valley 2	5203	58	118	0	28(48.3)	48.6	106	93.4	4(3.8)	22.0	58	179	92.7	0.02	0.01	9.6	0
35	East San Bernardino Valley	5204	60	88	0	20(33.3)	38.6	--	--	--	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	57	52	0	1(1.8)	26.4	--	--	--	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	52	28.6	0	9.5	--	--	--			--	--
DISTRICT MAXIMUM				137	0	72	55.5		93.8	5	22.1		244	113.4	0.03	0.03	16.4	0
SOUTH COAST AIR BASIN				137	0	81	55.5		93.8	7	22.1		244	113.4	0.03	0.03	16.4	0

µg/m³ - Micrograms per cubic meter of air. AAM - Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

e) - PM10 samples were collected every 6 days at all sites except for Station Numbers 4144 and 4157 where samples were collected every 3 days.

f) - PM2.5 samples were collected every 3 days at all sites except for the following sites: Station Numbers 060, 072, 077, 087, 3176, and 4144 where samples were taken every day, and Station Number 5818 where samples were taken every 6 days.

g) - Total suspended particulates, lead, and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.

h) - Federal PM10 standard is annual average (AAM) > 50 µg/m³. State standard is annual average (AAM) > 20 µg/m³ (changed from AGM > 30 µg/m³, effective July 5, 2003).

i) - Federal PM2.5 standard is annual average (AAM) > 15 µg/m³. State standard is annual average (AAM) > 12 µg/m³ (state standard was established on July 5, 2003).

j) - Federal lead standard is quarterly average > 1.5 µg/m³; and state standard is monthly average ≥ 1.5 µg/m³. No location exceeded lead standards. Maximum monthly and quarterly lead concentrations at special monitoring sites immediately downwind of stationary lead sources were 0.59 µg/m³ and 0.30 µg/m³, respectively, both recorded at Southeast Los Angeles County.

\+ - The data for the sample collected on a high-wind day (161 µg/m³ on 10/9/04) was excluded in accordance with EPA's Natural Events Policy.

2005 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2005

Source/Receptor Area No.	Location	Station No.	Carbon Monoxide: No. Days of Data	Carbon Monoxide: Max. Conc. in ppm 1-hour	Carbon Monoxide: Max Conc. in ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a) Federal ≥ 9.5 ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a) State > 9.0 ppm 8-hour	Ozone: No. Days of Data	Ozone: Max. Conc. in ppm 1-hour	Ozone: Max. Conc. in ppm 8-hour	Ozone: Fourth High Conc. ppm 8-hour	Ozone: No. Days Standard Exceeded Health Advisory ≥ 0.15 ppm 1-hour	Ozone: No. Days Standard Exceeded Federal b) > 0.12 ppm 1-hour	Ozone: No. Days Standard Exceeded Federal b) > 0.08 ppm 8-hour	Ozone: No. Days Standard Exceeded State c) > 0.09 ppm 1-hour	Ozone: No. Days Standard Exceeded State c) > 0.07 ppm 8-hour	Nitrogen Dioxide: No. Days of Data	Nitrogen Dioxide: Max Conc. in ppm 1-hour d)	Nitrogen Dioxide: Annual Average d) AAM Conc. ppm	Sulfur Dioxide: No. Days of Data	Sulfur Dioxide: Max. Conc. in ppm 1-hour e)	Sulfur Dioxide: Max. Conc. in ppm 24-hour e)
LOS ANGELES COUNTY																							
1	Central LA	087	365	4	3.1	0	0	365	0.121	0.098	0.072	0	0	1	2	2	364	0.13	0.0278	357	0.07	0.010
2	Northwest Coastal LA County	091	365	3	2.1	0	0	361	0.114	0.090	0.077	0	0	1	7	5	365	0.08	0.0178	--	--	--
3	Southwest Coastal LA County	820	365	3	2.1	0	0	365	0.086	0.076	0.068	0	0	0	0	1	365	0.09	0.0134	365	0.04	0.012
4	South Coastal LA County 1	072	365	4	3.5	0	0	365	0.091	0.068	0.059	0	0	0	0	0	365	0.14	0.0241	365	0.04	0.010
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	West San Fernando Valley	074	350	5	3.5	0	0	365	0.138	0.113	0.098	0	2	12	30	29	365	0.09	0.0202	--	--	--
7	East San Fernando Valley	069	363	4	3.4	0	0	365	0.142	0.108	0.081	0	2	2	13	12	365	0.09	0.0294	361	0.01	0.006
8	West San Gabriel Valley	088	363	4	2.8	0	0	363	0.145	0.114	0.086	1	2	5	13	12	363	0.10	0.0241	--	--	--
9	East San Gabriel Valley 1	060	365	3	1.7	0	0	365	0.145	0.122	0.087	1	4	6	20	14	365	0.09	0.0251	--	--	--
9	East San Gabriel Valley 2	591	358	2	1.9	0	0	363	0.160	0.130	0.099	2	8	13	31	29	360	0.09	0.0224	--	--	--
10	Pomona/Walnut Valley	075	365	4	2.5	0	0	361	0.140	0.112	0.096	0	4	11	26	18	365	0.08	0.0312	--	--	--
11	South San Gabriel Valley	085	113*	3*	2.4*	0*	0*	116*	0.077*	0.065*	0.051*	0*	0*	0*	0*	0*	116*	0.09*	0.0308*	--	--	--
12	South Central LA County	084	365	7	5.9	0	0	365	0.111	0.081	0.063	0	0	0	1	1	360	0.11	0.0312	--	--	--
13	Santa Clarita Valley	090	365	2	1.3	0	0	364	0.173	0.141	0.118	5	11	47	65	69	347	0.087	0.0190	--	--	--
ORANGE COUNTY																							
16	North Orange County	3177	365	7	3.1	0	0	365	0.094	0.075	0.067	0	0	0	0	1	361	0.09	0.0249	--	--	--
17	Central Orange County	3176	365	4	3.3	0	0	365	0.095	0.077	0.075	0	0	0	1	4	365	0.09	0.0211	--	--	--
18	North Coastal Orange County	3195	364	5	3.2	0	0	338	0.085	0.073	0.068	0	0	0	0	0	355	0.09	0.0131	359	0.01	0.008
19	Saddleback Valley	3812	365	2	1.6	0	0	365	0.125	0.085	0.078	0	1	1	3	6	--	--	--	--	--	--
RIVERSIDE COUNTY																							
22	Norco/Corona	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	363	3	2.5	0	0	358	0.144	0.129	0.105	0	3	33	46	62	365	0.08	0.0222	365	0.02	0.011
23	Metropolitan Riverside County 2	4146	365	4	2.4	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Mira Loma	5212	362	3	2.1	0	0	358	0.135	0.116	0.105	0	3	25	34	51	346	0.08	0.0160	--	--	--
24	Perris Valley	4149	--	--	--	--	--	365	0.126	0.103	0.082	0	1	3	11	18	--	--	--	--	--	--
25	Lake Elsinore	4158	365	2	1.0	0	0	365	0.149	0.119	0.097	1	4	15	37	46	365	0.07	0.0142	--	--	--
29	Banning Airport	4164	--	--	--	--	--	359	0.144	0.132	0.119	0	10	39	47	66	329	0.07	0.0148	--	--	--
30	Coachella Valley 1**	4137	364	2	0.8	0	0	363	0.139	0.116	0.108	0	4	35	41	63	352	0.10	0.0120	--	--	--
30	Coachella Valley 2**	4157	--	--	--	--	--	365	0.114	0.095	0.092	0	0	18	18	36	--	--	--	--	--	--
SAN BERNARDINO COUNTY																							
32	Northwest San Bernardino Valley	5175	364	3	1.8	0	0	365	0.149	0.121	0.101	1	8	15	34	34	364	0.10	0.0313	--	--	--
33	Southwest San Bernardino Valley	5817	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	365	3	2.1	0	0	355	0.150	0.128	0.113	2	9	23	49	47	361	0.10	0.0310	365	0.01	0.004
34	Central San Bernardino Valley 2	5203	356	4	2.4	0	0	361	0.163	0.129	0.114	4	9	31	54	58	361	0.0.08	0.0259	--	--	--
35	East San Bernardino Valley	5204	--	--	--	--	--	364	0.146	0.123	0.113	1	6	24	36	45	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	--	--	354	0.182	0.145	0.130	7	18	69	80	102	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DISTRICT MAXIMUM				7	5.9	0	0		0.182	0.145	0.130	7	18	69	80	102		0.14	0.0313		0.07	0.012
SOUTH COAST AIR BASIN				7	5.9	0	0		0.182	0.145	0.130	11	30	84	102	120		0.14	0.0313		0.07	0.012

ppm - Parts Per Million parts of air, by volume. AAM = Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

a) - The federal 1-hour standard (1-hour average CO > 35 ppm) and state 1-hour standard (1-hour average CO > 20 ppm) were not exceeded. For comparison of data with the federal 8-hour CO standard (9 ppm), 8-hour averages with one decimal place should be rounded to integers.

b) – The federal 1-hour ozone standard was revoked and replaced by the 8-hour average ozone standard effective June 15, 2004.

c) - Air Resources Board has established a new 8-hour average California ozone standard of 0.07 ppm effective May 17, 2005.

d) - The state standard is 1-hour average NO_2 > 0.25 ppm. The federal standard is annual arithmetic mean NO_2 > 0.0534 ppm.

e) - The state standards are 1-hour average SO_2 > 0.25 ppm and 24-hour average SO_2 > 0.04 ppm. The federal standards are annual arithmetic mean SO_2 > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm.

South Coast Air Quality Management District
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2005 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2005

Source/Receptor Area No.	Location	Station No.	Suspended Particulates PM10 [f] No. Days of Data	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 150 µg/m³ 24-hour	State > 50 µg/m³ 24-hour	Annual Average [i] AAM Conc. µg/m³	Suspended Particulates PM2.5 [g] No. Days of Data	Max. Conc. in µg/m³ 24-hour	98th Percentile Conc. in µg/m³	No. (%) Samples Exceeding Standard Federal > 65 µg/m³ 24-hour	Annual Averages [j] AAM Conc. µg/m³	Particulates TSP [h] No. Days of Data	Max. Conc. in µg/m³ 24-hour	Annual Average AAM Conc. µg/m³	Lead [h] Max. Monthly Average Conc. [k] µg/m³	Max. Quarterly Average Conc. [k] µg/m³	Sulfate [h] Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard State ≥ 25 µg/m³ 24-hour
LOS ANGELES COUNTY																			
1	Central LA	087	61	70	0	4(6.6)	29.6	334	73.7	53.2	2(0.6)	18.1	66	141	66.7	0.02	0.02	14.2	0
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	--	59	89	41.6	--	--	11.7	0
3	Southwest Coastal LA County 2	820	54	44	0	0	22.9	--	--	--	--	--	--	--	--	--	--	--	--
4	South Coastal LA County 1	072	59	66	0	5(8.5)	29.6	324	53.9	41.4	0	16.0	61	112	55.5	0.01	0.01	16.8	0
4	South Coastal LA County 2	077	59	131	0	18(30.5)	43.4	344	50.8	37.8	0	14.7	--	--	--	--	--	--	--
6	West San Fernando Valley	074	--	--	--	--	--	104	39.6	35.8	0	13.9	--	--	--	--	--	--	--
7	East San Fernando Valley	069	61	92	0	5(8.2)	34.3	106	63.2	50.6	0	17.9	--	--	--	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	113	62.9	43.1	0	15.1	58	89	44.6	--	--	11.2	0
9	East San Gabriel Valley 1	060	55	76	0	12(21.8)	35.1	292*	132.7*	53.2*	1(0.3)*	17.0*	58	142	70.9	--	--	10.2	0
9	East San Gabriel Valley 2	591	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	76*	58.2*	54.0*	0*	17.0*	39*	104*	66.4*	0.03	0.03	9.9	0
12	South Central LA County	084	--	--	--	--	--	114	54.6	48.5	0	17.5	57	118	67.4	0.03	0.02	17.3	0
13	Santa Clarita Valley	090	60	55	0	1(1.7)	25.8	--	--	--	--	--	--	--	--	--	--	--	--
ORANGE COUNTY																			
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	61	65	0	3(4.9)	28.2	333	54.7	41.9	0	14.7	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	55	41	0	0	19.0	113	35.4	31.4	0	10.7	--	--	--	--	--	--	--
RIVERSIDE COUNTY																			
22	Norco/Corona	4155	58	79	0	5(8.6)	31.6	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	123	123	0	69(56.1)	52.0	334	98.7	58.4	4(1.2)	21.0	59	173	96.7	0.02	0.02	10.3	0
23	Metropolitan Riverside County 2	4146	--	--	--	--	--	110	95.0	41.0	1(0.9)	18.0	60	125	75.8	0.01	0.01	10.3	0
23	Mira Loma	5212	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
24	Perris Valley	4149	60	80	0	19(31.7)	39.2	--	--	--	--	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	Banning Airport	4164	58	76	0	2(3.4)	26.6	--	--	--	--	--	--	--	--	--	--	--	--
30	Coachella Valley 1**	4137	59	66	0	2(3.4)	25.9	83*	26.2*	25.0*	0*	8.4*	--	--	--	--	--	--	--
30	Coachella Valley 2**	4157	115	106	0	39(34.2)	45.7	104	44.4	25.0	0	10.5	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																			
32	Northwest San Bernardino Valley	5175	--	--	--	--	--	--	--	--	--	--	57	94	53.4	0.02	0.02	8.4	0
33	Southwest San Bernardino Valley	5817	60	74	0	19(31.7)	40.8	110	87.8	49.6	1(0.9)	18.8	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	60	108	0	29(48.3)	50.0	109	96.8	48.2	1(0.9)	18.9	61	295	100.2	--	--	10.4	0
34	Central San Bernardino Valley 2	5203	60	72	0	23(38.3)	42.3	109	106.3	43.4	1(0.9)	17.4	60	175	87.1	0.02	0.01	10.9	0
35	East San Bernardino Valley	5204	58	61	0	12(20.7)	33.2	--	--	--	--	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	56	49	0	0	25.8	--	--	--	--	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	51	38.8	38.8	0	12.1	--	--	--	--	--	--	--
DISTRICT MAXIMUM				131	0	69	52.0		132.7	58.4	4	21.0		295	100.2	0.03	0.03	17.3	0
SOUTH COAST AIR BASIN				131	0	89	52.0		132.7	58.4	6	21.0		295	100.2	0.03	0.03	17.3	0

µg/m³ - Micrograms per cubic meter of air. AAM - Annual Arithmetic Mean AGM – Annual Geometric Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

f) - PM10 samples were collected every 6 days at all sites except for Station Numbers 4144 and 4157 where samples were collected every 3 days.

g) - PM2.5 samples were collected every 3 days at all sites except for the following sites: Station Numbers 060, 072, 077, 087, 3176, and 4144 where samples were taken every day, and Station Number 5818 where samples were taken every 6 days.

h) - Total suspended particulates, lead, and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.

i) - Federal PM10 standard is annual average (AAM) > 50 µg/m³. State standard is annual average (AAM) > 20 µg/m³ (changed from AGM > 30 µg/m³, effective July 5, 2003).

j) - Federal PM2.5 standard is annual average (AAM) > 15 µg/m³. State standard is annual average (AAM) > 12 µg/m³ (state standard was established on July 5, 2003).

k) - Federal lead standard is quarterly average > 1.5 µg/m³; and state standard is monthly average ≥ 1.5 µg/m³. No location exceeded lead standards. Maximum monthly and quarterly lead concentrations at special monitoring sites immediately downwind of stationary lead sources were 0.44 µg/m³ and 0.34 µg/m³, respectively, both recorded at Central Los Angeles.

2006 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2006

Source/Receptor Area No.	Location	Station No.	Carbon Monoxide [a]			Ozone [b]									Nitrogen Dioxide [c]				Sulfur Dioxide [d]			
										No. Days Standard Exceeded											
									Health		Federal			State								
			No. Days of Data	Max. Conc. in ppm 1-hour	Max Conc. in ppm 8-hour	No. Days of Data	Max. Conc. in ppm 1-hour	Max. Conc. in ppm 8-hour	Fourth High Conc. ppm 8-hour	Advisory ≥ 0.15 ppm 1-hour	> 0.12 ppm 1-hour	> 0.08 ppm 8-hour	> 0.09 ppm 1-hour	> 0.07 ppm 8-hour	No. Days of Data	Max Conc. in ppm 1-hour	Max Conc. in ppm 24-hour	Annual Average AAM Conc. ppm	No. Days of Data	Max. Conc. in ppm 1-hour	Max. Conc. in ppm 24-hour	Annual Average AAM Conc. ppm
LOS ANGELES COUNTY																						
1	Central LA	087	362	3	2.6	362	0.11	0.079	0.077	0	0	0	8	4	360	0.11	0.06	0.0288	365	0.03	0.006	0.0019
2	Northwest Coastal LA County	091	365	3	2.0	365	0.10	0.074	0.069	0	0	0	3	0	365	0.08	0.05	0.0173	--	--	--	--
3	Southwest Coastal LA County	820	363	3	2.3	360	0.08	0.066	0.062	0	0	0	0	0	351	0.10	0.05	0.0155	363	0.02	0.006	0.0020
4	South Coastal LA County 1	072	360	4	3.4	364	0.08	0.058	0.058	0	0	0	0	0	357	0.10	0.05	0.0215	364	0.03	0.010	0.0012
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	West San Fernando Valley	074	365	5	3.4	361	0.16	0.108	0.105	1	6	17	32	39	363	0.07	0.04	0.0174	--	--	--	--
7	East San Fernando Valley	069	365	4	3.5	365	0.17	0.128	0.099	2	6	12	25	23	365	0.10	0.05	0.0274	360	0.01	0.004	0.0006
8	West San Gabriel Valley	088	360	4	2.8	365	0.15	0.117	0.095	1	5	7	25	24	365	0.12	0.06	0.0245	--	--	--	--
9	East San Gabriel Valley 1	060	365	2	1.7	364	0.17	0.120	0.091	2	7	10	23	19	365	0.11	0.07	0.0258	--	--	--	--
9	East San Gabriel Valley 2	591	363	2	2.0	363	0.18	0.128	0.107	2	10	15	37	31	362	0.10	0.06	0.0206	--	--	--	--
10	Pomona/Walnut Valley	075	365	3	2.1	365	0.15	0.128	0.109	2	9	16	32	30	365	0.10	0.06	0.0307	--	--	--	--
11	South San Gabriel Valley	085	232*	3*	2.7*	250*	0.13*	0.095*	0.080*	0*	1*	3*	9*	5*	204*	0.10*	0.06*	0.0283*	--	--	--	--
12	South Central LA County	084	365	8	6.4	365	0.09	0.066	0.064	0	0	0	0	0	363	0.14	0.08	0.0306	--	--	--	--
13	Santa Clarita Valley	090	363	2	1.3	359	0.16	0.120	0.112	1	20	40	62	64	359	0.08	0.04	0.0184	--	--	--	--
ORANGE COUNTY																						
16	North Orange County	3177	362	6	3.0	362	0.15	0.114	0.092	1	3	4	8	9	361	0.09	0.05	0.0224	--	--	--	--
17	Central Orange County	3176	365	5	3.0	365	0.11	0.088	0.072	0	0	1	5	3	343	0.11	0.06	0.0197	--	--	--	--
18	North Coastal Orange County	3195	365	4	3.0	365	0.07	0.064	0.062	0	0	0	0	0	361	0.10	0.05	0.0145	353	0.01	0.004	0.0013
19	Saddleback Valley	3812	365	2	1.8	356	0.12	0.105	0.092	0	0	6	13	17	--	--	--	--	--	--	--	--
RIVERSIDE COUNTY																						
22	Norco/Corona	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	365	3	2.1	365	0.15	0.116	0.113	1	8	30	45	59	365	0.08	0.05	0.0199	365	0.01	0.004	0.0013
23	Metropolitan Riverside County 2	4146	365	4	2.3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Mira Loma	5214	364	4	2.7	364	0.16	0.119	0.107	1	4	25	39	48	332	0.08	0.05	0.0194	--	--	--	--
24	Perris Valley	4149	--	--	--	351	0.17	0.122	0.114	3	12	53	76	84	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	362	1	1.0	362	0.14	0.109	0.102	0	3	24	40	58	352	0.07	0.05	0.0151	--	--	--	--
29	Banning Airport	4164	--	--	--	357	0.14	0.115	0.104	0	8	44	57	78	355	0.11	0.04	0.0161	--	--	--	--
30	Coachella Valley 1**	4137	365	2	1.0	361	0.13	0.109	0.101	0	2	23	37	67	359	0.09	0.05	0.0103	--	--	--	--
30	Coachella Valley 2**	4157	--	--	--	364	0.10	0.089	0.087	0	0	7	4	29	--	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																						
32	Northwest San Bernardino Valley	5175	360	3	1.8	365	0.17	0.130	0.114	2	14	25	50	54	337	0.10	0.07	0.0310	--	--	--	--
33	Southwest San Bernardino Valley	5817	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	365	3	2.0	361	0.16	0.123	0.116	1	12	29	47	49	362	0.09	0.06	0.0270	365	0.01	0.003	0.0019
34	Central San Bernardino Valley 2	5203	364	3	2.3	362	0.15	0.127	0.119	3	10	29	52	57	362	0.09	0.05	0.0252	--	--	--	--
35	East San Bernardino Valley	5204	--	--	--	365	0.16	0.135	0.125	5	11	36	60	64	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	365	0.16	0.142	0.112	2	9	59	71	96	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DISTRICT MAXIMUM				8	6.4		0.18	0.142	0.125	5	20	59	76	96		0.14	0.08	0.0310		0.03	0.010	0.0020
SOUTH COAST AIR BASIN				8	6.4		0.18	0.142	0.125	10	35	86	102	121		0.14	0.08	0.0310		0.03	0.010	0.0020

ppm - Parts Per Million parts of air, by volume. AAM = Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

a) - The federal 8-hour standard (8-hour average CO > 9 ppm) and state 8-hour standard (8-hour average CO > 9.0 ppm) were not exceeded. The federal and state 1-hour standards (35 ppm and 20 ppm) were not exceeded, either.

b) - The federal 1-hour ozone standard was revoked and replaced by the 8-hour average ozone standard effective June 15, 2005. The 8-hour average California ozone standard of 0.07 ppm was established effective May 17, 2006.

c) - The state standard is 1-hour average NO_2 > 0.25 ppm. The federal standard is annual arithmetic mean NO_2 > 0.0534 ppm. Air Resources Board has approved to lower the NO_2 1-hour standard to 0.18 ppm and establish a new annual standard of 0.030 ppm. The revisions are expected to become effective later in 2007.

d) - The state standards are 1-hour average SO_2 > 0.25 ppm and 24-hour average SO_2 > 0.04 ppm. The federal standards are annual arithmetic mean SO_2 > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm. The federal and state SO_2 standards were not exceeded.

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4182
www.aqmd.gov

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2006 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2006

Source/Receptor Area No.	Location	Station No.	Suspended Particulates PM10 [e] No. Days of Data	Max. Conc. µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 150 µg/m³ 24-hour	No. (%) Samples Exceeding Standard State > 50 µg/m³ 24-hour	Annual Average AAM [h] Conc. µg/m³	Fine Particulates PM2.5 [f] No. Days of Data	Max. Conc. µg/m³ 24-hour	98th Percentile Conc. µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal [i] > 35 µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal [i] > 65 µg/m³ 24-hour	Annual Averages AAM [j] Conc. µg/m³	Particulates TSP [g] No. Days of Data	Max. Conc. µg/m³ 24-hour	Annual Average AAM Conc. µg/m³	Lead [g] Max. Monthly Average Conc. [k] µg/m³	Max. Quarterly Average Conc. [k] µg/m³	Sulfate [g] Max. Conc. µg/m³ 24-hour	No. (%) Samples Exceeding Standard State ≥ 25 µg/m³ 24-hour
LOS ANGELES COUNTY																				
1	Central LA	087	59	59	0	3(5.1)	30.3	330	56.2	38.9	11(3.3)	0	15.6	59	109	63.3	0.02	0.01	18.2	0
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	--	--	56	76	40.2	--	--	12.2	0
3	Southwest Coastal LA County	820	51	45	0	0	26.5	--	--	--	--	--	--	56	84	43.1	0.01	0.01	13.6	0
4	South Coastal LA County 1	072	61	78	0	6(9.8)	31.1	290*	58.5*	34.9*	5(1.7)*	0*	14.2*	62	157	62.9	0.01	0.01	17.8	0
4	South Coastal LA County 2	077	58	117	0	19(32.7)	45.0	320	53.6	35.3	6(1.9)	0	14.5	59	192	71.1	0.01	0.01	18.8	0
6	West San Fernando Valley	074	--	--	--	--	--	92	44.1	32.0	1(1.1)	0	12.9	--	--	--	--	--	--	--
7	East San Fernando Valley	069	54	71	0	10(18.5)	35.6	104	50.7	43.4	6(5.8)	0	16.6	--	--	--	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	113	45.9	32.1	1(0.9)	0	13.4	60	123	42.8	--	--	28.7	1(1.7)
9	East San Gabriel Valley 1	060	58	81	0	7(12.1)	31.9	278*	52.8*	38.5*	8(2.9)*	0*	15.5*	59	142	68.4	--	--	20.8	0
9	East San Gabriel Valley 2	591	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	116	72.2	43.1	7(6)	1(0.9)	16.7	58	768	79.3	0.03	0.02	28.6	1(1.7)
12	South Central LA County	084	--	--	--	--	--	107	55.0	44.5	4(3.7)	0	16.7	58	147	68.4	0.02	0.02	24.1	0
13	Santa Clarita Valley	090	58	53	0	1(1.7)	23.4	--	--	--	--	--	--	--	--	--	--	--	--	--
ORANGE COUNTY																				
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	56	104	0	7(12.5)	33.4	330	56.2	40.5	8(2.4)	0	14.1	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	50	57	0	1(2.0)	22.8	106	47.0	25.7	1(0.9)	0	11.0	--	--	--	--	--	--	--
RIVERSIDE COUNTY																				
22	Norco/Corona	4155	57	74	0	10(17.5)	36.5	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	118	109	0	71(60.2)	54.4	300	68.5	53.7	32(10.7)	1(0.3)	19.0	59	169	91.2	0.01	0.01	10.8	0
23	Metropolitan Riverside County 2	4146	--	--	--	--	--	105	55.3	47.7	9(8.6)	0	17.0	59	131	72.9	0.01	0.01	9.9	0
23	Mira Loma	5214	59	124	0	41(69.5)	64.0	113	63.0	52.5	14(12.4)	0	20.6	--	--	--	--	--	--	--
24	Perris Valley	4149	54	125	0	19(35.2)	45.0	--	--	--	--	--	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	Banning Airport	4164	55	75	0	8(14.6)	31.1	--	--	--	--	--	--	--	--	--	--	--	--	--
30	Coachella Valley 1**	4137	57	73+	0+	2(3.5)+	24.5+	111	24.8	15.9	0	0	7.7	--	--	--	--	--	--	--
30	Coachella Valley 2**	4157	115	122+	0+	57(49.6)+	52.7+	107	24.3	19.1	0	0	9.5	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																				
32	Northwest San Bernardino Valley	5175	--	--	--	--	--	--	--	--	--	--	--	58	105	54.6	0.01	0.01	9.1	0
33	Southwest San Bernardino Valley	5817	62	78	0	17(27.4)	42.3	107	53.7	41.5	7(6.5)	0	18.5	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	60	142	0	31(51.7)	53.5	112	52.6	43.8	7(6.3)	0	17.6	59	190	101.0	--	--	10.3	0
34	Central San Bernardino Valley 2	5203	57	92	0	24(42.1)	46.0	102	55.0	48.4	8(7.8)	0	17.8	54	174	87.0	0.02	0.01	11.0	0
35	East San Bernardino Valley	5204	60	103	0	12(20.0)	36.2	--	--	--	--	--	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	58	63	0	1(1.7)	26.2	--	--	--	--	--	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	42*	40.1*	40.1*	1(2.4)*	0*	11.2*	--	--	--	--	--	--	--
DISTRICT MAXIMUM				142+	0+	71	64.0		72.2	53.7	32	1	20.6		768	101.0	0.03	0.02	28.7	1
SOUTH COAST AIR BASIN				142+	0+	75	64.0		72.2	53.7	32	1	20.6		768	101.0	0.03	0.02	28.7	1

µg/m³ - Micrograms per cubic meter of air AAM - Annual Arithmetic Mean -- - Pollutant not monitored

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

e) - PM10 samples were collected every 6 days at all sites except for Station Numbers 4144 and 4157 where samples were collected every 3 days.

f) - PM2.5 samples were collected every 3 days at all sites except for the following sites: Station Numbers 060, 072, 077, 087, 3176, and 4144 where samples were taken every day, and Station Number 5818 where samples were taken every 6 days.

g) - Total suspended particulates, lead, and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.

h) - Federal annual PM10 standard (AAM > 50 µg/m³) was revoked effective December 17, 2006. State standard is annual average (AAM) > 20 µg/m³.

i) - U.S. EPA has revised the federal 24-hour PM2.5 standard from 65 µg/m³ to 35 µg/m³; effective December 17, 2006.

j) - Federal PM2.5 standard is annual average (AAM) > 15 µg/m³. State standard is annual average (AAM) > 12 µg/m³.

k) - Federal lead standard is quarterly average > 1.5 µg/m³; and state standard is monthly average ≥ 1.5 µg/m³. No location exceeded lead standards. Maximum monthly and quarterly lead concentrations at special monitoring sites immediately downwind of stationary lead sources were 0.24 µg/m³ and 0.22 µg/m³, respectively, both recorded at Central Los Angeles.

\+ - The data for the samples collected on a high-wind day (July 16, 2006) at Palm Springs and Indio (226 µg/m³ and 313 µg/m³, respectively) were excluded in accordance with EPA's Natural Events Policy.

EMFAC 2007 & CAL3QHC Output Files

Title   : Canoga
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/11/21 16:23:05
Scen Year: 2007 -- All model years in the range 1965 to 2007 selected
Season   : Winter
Area   : South Coast AQMD
****

Year: 2007 -- Model Years 1965 to 2007 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

District Average District Average South Coast AQMD

Table 1: Running Exhaust Emissions (grams/mile; grams/idle-hour)

Pollutant Name: Reactive Org Gases Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	3.531	11.149	0.000	0.000	1.006
20	0.196	0.223	0.322	1.496	1.515	3.168	0.302

Pollutant Name: Carbon Monoxide Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	21.698	56.158	0.000	0.000	5.620
20	4.166	4.946	5.576	11.249	11.425	28.142	5.098

Pollutant Name: Oxides of Nitrogen Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	3.785	76.498	0.000	0.000	4.019
20	0.389	0.617	1.047	14.784	18.103	1.265	1.247

Pollutant Name: Carbon Dioxide Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	873.069	4866.379	0.000	0.000	344.901
20	465.084	570.522	783.740	1774.795	2288.538	148.508	604.680

Pollutant Name: Sulfur Dioxide Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.009	0.047	0.000	0.000	0.003
20	0.005	0.006	0.008	0.017	0.022	0.002	0.006

Pollutant Name: PM10 Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.042	1.861	0.000	0.000	0.091
20	0.017	0.031	0.031	0.724	0.332	0.037	0.056

Pollutant Name: PM10 - Tire Wear Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.008	0.008	0.009	0.025	0.009	0.004	0.009

Pollutant Name: PM10 - Break Wear Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.013	0.013	0.013	0.021	0.013	0.006	0.013

Pollutant Name: Gasoline - mi/gal Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	18.799	15.255	10.988	9.581	9.593	43.749	16.605

Pollutant Name: Diesel - mi/gal Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	27.714	28.979	19.710	5.379	3.597	0.000	9.334

Title : Canoga
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/11/21 16:27:36
Scen Year: 2007 -- All model years in the range 1965 to 2007 selected
Season : Winter
Area : South Coast AQMD Average
I/M Stat : Enhanced Interim (2005) -- Using I/M schedule for area 59 Los Angeles (SC)
Emissions: Tons Per Day

	Light Duty Passenger Cars				Light Duty Trucks				Medium Duty Trucks				Heavy Duty Trucks						
	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Gasoline Non-cat	Gasoline Cat	Gasoline Total	Diesel Trucks	Total HD Trucks	Urban Buses	Motor-cycles	All Vehicles
Vehicles	105495.	5342230.	19309.	5467040.	54081.	2929870.	33237.	3017180.	16005.	1174260.	49900.	1240170.	11106.	97039.	108145.	135116.	243261.	5817.	274004.	10247500.
VMT/1000	1684.	189952.	436.	192072.	1214.	114427.	1180.	116822.	366.	47827.	2554.	50747.	108.	2360.	2468.	13912.	16380.	639.	2223.	378883.
Trips	430507.	33856100.	108478.	34395100.	224827.	18636600.	206751.	19068100.	144515.	11498700.	601903.	12245200.	178759.	1160670.	1339430.	2261000.	3600430.	23268.	547954.	69880100.
Reactive Organic Gas Emissions																				
Run Exh	11.69	15.65	0.10	27.43	8.65	11.73	0.11	20.49	2.82	8.62	0.42	11.86	0.76	2.31	3.07	15.83	18.90	0.86	9.22	88.76
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.01	0.22	0.01	0.06	0.07	1.45	1.53	0.00	0.00	1.75
Start Ex	2.45	21.32	0.00	23.78	1.28	12.31	0.00	13.60	0.98	10.34	0.00	11.31	2.18	2.16	4.34	0.00	4.34	0.03	1.49	54.55
Total Ex	14.15	36.97	0.10	51.21	9.93	24.04	0.11	34.09	3.80	19.17	0.43	23.39	2.95	4.54	7.48	17.28	24.77	0.89	10.71	145.05
Diurnal	0.94	6.19	0.00	7.12	0.48	2.93	0.00	3.41	0.04	1.05	0.00	1.10	0.01	0.03	0.04	0.00	0.04	0.00	0.80	12.48
Hot Soak	2.00	8.15	0.00	10.15	1.06	3.82	0.00	4.88	0.20	1.64	0.00	1.84	0.13	0.05	0.18	0.00	0.18	0.01	0.45	17.50
Running	9.45	23.56	0.00	33.01	3.26	18.34	0.00	21.60	0.57	10.39	0.00	10.96	0.96	0.68	1.64	0.00	1.64	0.03	2.03	69.27
Resting	0.44	2.54	0.00	2.98	0.23	1.26	0.00	1.48	0.02	0.46	0.00	0.49	0.00	0.01	0.01	0.00	0.01	0.00	0.30	5.25
Total	26.97	77.40	0.10	104.46	14.95	50.40	0.11	65.46	4.63	32.72	0.43	37.77	4.05	5.31	9.36	17.28	26.64	0.93	14.28	249.55
Carbon Monoxide Emissions																				
Run Exh	140.61	525.22	0.42	666.25	101.47	416.64	0.83	518.94	50.64	204.16	2.25	257.05	22.77	45.74	68.51	66.29	134.80	6.78	125.40	1709.23
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	1.29	0.05	1.36	0.06	0.39	0.44	6.63	7.07	0.00	0.00	8.43
Start Ex	14.35	236.19	0.00	250.54	7.59	152.99	0.00	160.58	7.56	122.59	0.00	130.15	20.68	34.93	55.61	0.00	55.61	0.47	5.63	602.97
Total Ex	154.96	761.41	0.42	916.79	109.06	569.63	0.83	679.52	58.22	328.04	2.30	388.56	43.50	81.05	124.56	72.92	197.48	7.24	131.03	2320.62
Oxides of Nitrogen Emissions																				
Run Exh	8.98	58.92	0.75	68.65	6.44	62.94	2.07	71.45	2.68	40.56	19.07	62.31	0.73	11.96	12.70	265.78	278.48	12.90	3.56	497.35
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.13	0.15	0.00	0.00	0.00	9.81	9.82	0.00	0.00	9.96
Start Ex	0.67	15.73	0.00	16.41	0.35	13.39	0.00	13.74	0.21	16.48	0.00	16.69	0.33	4.44	4.77	0.00	4.77	0.05	0.19	51.85
Total Ex	9.65	74.65	0.75	85.05	6.78	76.33	2.07	85.19	2.89	57.05	19.21	79.15	1.06	16.41	17.47	275.60	293.07	12.95	3.75	559.16
Carbon Dioxide Emissions (000)																				
Run Exh	0.98	80.98	0.17	82.14	0.70	60.15	0.45	61.31	0.27	34.59	1.45	36.31	0.08	1.72	1.80	26.35	28.16	1.59	0.30	209.80
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.01	0.05	0.00	0.01	0.01	0.59	0.61	0.00	0.00	0.66
Start Ex	0.09	2.74	0.00	2.83	0.05	1.85	0.00	1.90	0.04	1.10	0.00	1.13	0.04	0.05	0.09	0.00	0.09	0.00	0.03	5.99
Total Ex	1.08	83.72	0.17	84.97	0.75	62.00	0.45	63.21	0.30	35.74	1.46	37.50	0.12	1.78	1.90	26.95	28.85	1.59	0.33	216.45
PM10 Emissions																				
Run Exh	0.06	2.28	0.07	2.41	0.05	2.66	0.08	2.79	0.01	1.08	0.12	1.22	0.00	0.02	0.02	10.67	10.69	0.19	0.11	17.41
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27
Start Ex	0.01	0.22	0.00	0.22	0.00	0.22	0.00	0.23	0.00	0.10	0.00	0.10	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.57
Total Ex	0.07	2.49	0.07	2.64	0.05	2.89	0.08	3.01	0.01	1.18	0.12	1.32	0.00	0.03	0.03	10.94	10.97	0.19	0.13	18.25
TireWear	0.01	1.68	0.00	1.69	0.01	1.01	0.01	1.03	0.00	0.45	0.03	0.49	0.00	0.03	0.03	0.42	0.45	0.01	0.01	3.68
BrakeWr	0.02	2.63	0.01	2.66	0.02	1.58	0.02	1.62	0.01	0.66	0.04	0.70	0.00	0.04	0.04	0.34	0.39	0.01	0.02	5.38
Total	0.11	6.80	0.08	6.99	0.08	5.48	0.10	5.66	0.02	2.30	0.19	2.51	0.01	0.10	0.10	11.70	11.80	0.21	0.15	27.32
Lead	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SOx	0.01	0.82	0.00	0.83	0.01	0.60	0.00	0.62	0.00	0.35	0.01	0.37	0.00	0.02	0.02	0.26	0.28	0.02	0.01	2.11
Fuel Consumption (000 gallons)																				
Gasoline	139.78	8707.15	0.00	8846.93	97.99	6447.97	0.00	6545.95	41.51	3717.97	0.00	3759.48	20.28	197.02	217.30	0.00	217.30	15.34	58.69	19443.70
Diesel	0.00	0.00	15.74	15.74	0.00	0.00	40.73	40.73	0.00	0.00	131.53	131.53	0.00	0.00	0.00	2425.46	2425.46	130.31	0.00	2743.77

Title   : Canoga
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/11/21 16:23:05
Scen Year: 2030 -- All model years in the range 1986 to 2030 selected
Season   : Winter
Area   : South Coast AQMD
****

Year: 2030 -- Model Years 1986 to 2030 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

District Average | District Average | South Coast AQMD

Table 1: Running Exhaust Emissions (grams/mile; grams/idle-hour)

Pollutant Name: Reactive Org Gases | Temperature: 58F | Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	3.427	7.133	0.000	0.000	0.927
20	0.015	0.027	0.042	0.298	0.618	2.402	0.055

Pollutant Name: Carbon Monoxide | Temperature: 58F | Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	21.724	49.272	0.000	0.000	6.123
20	0.742	1.260	1.463	1.627	5.522	16.595	1.169

Pollutant Name: Oxides of Nitrogen | Temperature: 58F | Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	4.029	91.927	0.000	0.000	6.131
20	0.058	0.114	0.202	2.680	8.050	1.171	0.276

Pollutant Name: Carbon Dioxide | Temperature: 58F | Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	967.363	5080.569	0.000	0.000	446.810
20	455.379	574.078	782.555	1851.704	1810.147	168.674	625.699

Pollutant Name: Sulfur Dioxide | Temperature: 58F | Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.010	0.049	0.000	0.000	0.004
20	0.004	0.006	0.008	0.018	0.017	0.002	0.006

Pollutant Name: PM10 | Temperature: 58F | Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.041	0.331	0.000	0.000	0.026
20	0.018	0.041	0.042	0.100	0.170	0.017	0.034

Pollutant Name: PM10 - Tire Wear Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.008	0.008	0.009	0.027	0.010	0.004	0.009

Pollutant Name: PM10 - Break Wear Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.013	0.013	0.013	0.022	0.013	0.006	0.013

Pollutant Name: Gasoline - mi/gal Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	19.406	15.375	11.105	10.094	9.960	43.766	16.896

Pollutant Name: Diesel - mi/gal Temperature: 58F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	29.156	29.156	19.466	5.229	4.083	0.000	7.007

Title : Canoga
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/11/21 16:27:36
Scen Year: 2030 -- All model years in the range 1986 to 2030 selected
Season : Winter
Area : South Coast AQMD Average
I/M Stat : Enhanced Interim (2005) -- Using I/M schedule for area 59 Los Angeles (SC)
Emissions: Tons Per Day

	Light Duty Passenger Cars				Light Duty Trucks				Medium Duty Trucks				Heavy Duty Trucks: Gasoline Trucks			Diesel Trucks	Total HD Trucks	Urban Buses	Motor-cycles	All Vehicles
	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Total					
Vehicles	0.	6886110.	503.	6886610.	0.	4128180.	4287.	4132470.	0.	1726430.	76886.	1803310.	0.	166998.	166998.	219638.	386636.	7654.	353718.	13570400.
VMT/1000	0.	227413.	9.	227422.	0.	146993.	103.	147096.	0.	62488.	3362.	65850.	0.	3257.	3257.	24144.	27401.	842.	2716.	471327.
Trips	0.	42582000.	2381.	42584400.	0.	25196500.	20358.	25216800.	0.	16893900.	960779.	17854700.	0.	1467790.	1467790.	3602620.	5070410.	30617.	707366.	91464300.
Reactive Organic Gas Emissions																				
Run Exh	0.00	2.58	0.00	2.58	0.00	3.17	0.01	3.17	0.00	1.80	0.27	2.07	0.00	0.22	0.22	5.49	5.71	0.46	8.13	22.13
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.01	0.30	0.00	0.07	0.07	1.35	1.42	0.00	0.00	1.72
Start Ex	0.00	2.87	0.00	2.87	0.00	3.21	0.00	3.21	0.00	3.60	0.00	3.60	0.00	0.82	0.82	0.00	0.82	0.05	1.60	12.14
Total Ex	0.00	5.45	0.00	5.45	0.00	6.37	0.01	6.38	0.00	5.69	0.28	5.97	0.00	1.12	1.12	6.83	7.95	0.51	9.73	35.99
Diurnal	0.00	1.71	0.00	1.71	0.00	1.89	0.00	1.89	0.00	0.80	0.00	0.80	0.00	0.01	0.01	0.00	0.01	0.00	0.94	5.36
Hot Soak	0.00	4.34	0.00	4.34	0.00	3.92	0.00	3.92	0.00	1.86	0.00	1.86	0.00	0.04	0.04	0.00	0.04	0.00	0.34	10.50
Running	0.00	11.15	0.00	11.15	0.00	15.84	0.00	15.84	0.00	9.86	0.00	9.86	0.00	0.54	0.54	0.00	0.54	0.04	1.05	38.49
Resting	0.00	1.51	0.00	1.51	0.00	1.83	0.00	1.83	0.00	0.79	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.34	4.47
Total	0.00	24.17	0.00	24.17	0.00	29.85	0.01	29.86	0.00	19.00	0.28	19.28	0.00	1.71	1.71	6.83	8.54	0.56	12.41	94.81
Carbon Monoxide Emissions																				
Run Exh	0.00	141.26	0.01	141.27	0.00	162.90	0.07	162.97	0.00	82.86	2.62	85.48	0.00	8.65	8.65	35.26	43.91	4.40	70.04	508.06
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.81	0.08	1.88	0.00	0.45	0.45	9.29	9.74	0.00	0.00	11.63
Start Ex	0.00	47.78	0.00	47.78	0.00	51.58	0.00	51.58	0.00	50.27	0.00	50.27	0.00	14.20	14.20	0.00	14.20	0.57	8.08	172.48
Total Ex	0.00	189.04	0.01	189.04	0.00	214.48	0.07	214.55	0.00	134.94	2.69	137.63	0.00	23.30	23.30	44.56	67.86	4.97	78.13	692.17
Oxides of Nitrogen Emissions																				
Run Exh	0.00	11.81	0.02	11.83	0.00	15.80	0.18	15.98	0.00	9.76	6.02	15.78	0.00	2.01	2.01	67.13	69.14	7.59	3.71	124.04
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.22	0.24	0.00	0.00	0.00	19.34	19.34	0.00	0.00	19.58
Start Ex	0.00	2.44	0.00	2.44	0.00	3.35	0.00	3.35	0.00	13.22	0.00	13.22	0.00	1.94	1.94	0.00	1.94	0.09	0.24	21.27
Total Ex	0.00	14.25	0.02	14.26	0.00	19.14	0.18	19.32	0.00	23.00	6.24	29.24	0.00	3.96	3.96	86.47	90.43	7.68	3.95	164.89
Carbon Dioxide Emissions (000)																				
Run Exh	0.00	94.63	0.00	94.64	0.00	78.15	0.04	78.19	0.00	45.80	1.92	47.73	0.00	2.44	2.44	46.35	48.79	1.63	0.52	271.49
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.01	0.08	0.00	0.02	0.02	1.01	1.03	0.00	0.00	1.10
Start Ex	0.00	3.28	0.00	3.28	0.00	2.49	0.00	2.49	0.00	1.61	0.00	1.61	0.00	0.06	0.06	0.00	0.06	0.00	0.03	7.47
Total Ex	0.00	97.91	0.00	97.92	0.00	80.63	0.04	80.67	0.00	47.48	1.93	49.41	0.00	2.52	2.52	47.36	49.88	1.63	0.55	280.06
PM10 Emissions																				
Run Exh	0.00	3.33	0.00	3.33	0.00	4.86	0.00	4.87	0.00	2.09	0.07	2.17	0.00	0.02	0.02	3.31	3.34	0.13	0.06	13.89
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.00	0.00	0.05
Start Ex	0.00	0.31	0.00	0.31	0.00	0.39	0.00	0.39	0.00	0.19	0.00	0.19	0.00	0.01	0.01	0.00	0.01	0.00	0.01	0.90
Total Ex	0.00	3.64	0.00	3.64	0.00	5.25	0.00	5.26	0.00	2.28	0.07	2.35	0.00	0.03	0.03	3.36	3.39	0.13	0.07	14.83
TireWear	0.00	2.01	0.00	2.01	0.00	1.30	0.00	1.30	0.00	0.60	0.04	0.64	0.00	0.04	0.04	0.77	0.81	0.01	0.01	4.78
BrakeWr	0.00	3.14	0.00	3.14	0.00	2.03	0.00	2.03	0.00	0.86	0.05	0.91	0.00	0.05	0.05	0.63	0.68	0.01	0.02	6.80
Total	0.00	8.79	0.00	8.79	0.00	8.58	0.01	8.59	0.00	3.74	0.17	3.91	0.00	0.12	0.12	4.76	4.88	0.15	0.10	26.40
Lead	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SOx	0.00	0.94	0.00	0.94	0.00	0.78	0.00	0.78	0.00	0.46	0.02	0.48	0.00	0.02	0.02	0.45	0.48	0.02	0.01	2.70
Fuel Consumption (000 gallons)																				
Gasoline	0.00	10056.57	0.00	10056.57	0.00	8291.95	0.00	8291.95	0.00	4884.52	0.00	4884.52	0.00	262.22	262.22	0.00	262.22	30.05	72.47	23597.78
Diesel	0.00	0.00	0.31	0.31	0.00	0.00	3.52	3.52	0.00	0.00	173.95	173.95	0.00	0.00	0.00	4262.06	4262.06	121.10	0.00	4560.96

CO Concentrations
Canoga Northern Orange Line Extension Project 2006-115

2007 Existing

Intersection	Peak Time	Value	Parts Per Million 1-hour	Parts Per Million 8-hour
Lassen St & Owensmouth Ave	PM	1.1	6	4.3
Erwin St & Canoga Ave	PM	1.1	6	4.3
Lassen St & Owensmouth Ave	AM	0.8	6	4.1
Sherman Way & Canoga Ave	AM	1.2	6	4.3
Vanowen St & Canoga Ave	AM	1.0	6	4.2

2030 Alternative 1 No Build

Intersection	Peak Time	Value	Parts Per Million 1-hour	Parts Per Million 8-hour
Lassen St & Owensmouth Ave	PM	0.4	2	1.6
Erwin St & Canoga Ave	PM	0.3	2	1.5
Lassen St & Owensmouth Ave	AM	0.3	2	1.5
Sherman Way & Canoga Ave	AM	0.5	2	1.7
Vanowen St & Canoga Ave	AM	0.4	2	1.6

2030 Project Alternative 2 TSM

Intersection	Peak Time	Value	Parts Per Million 1-hour	Parts Per Million 8-hour
Lassen St & Owensmouth Ave	PM	0.4	2	1.6
Erwin St & Canoga Ave	PM	0.3	2	1.5
Lassen St & Owensmouth Ave	AM	0.3	2	1.5
Sherman Way & Canoga Ave	AM	0.5	2	1.7
Vanowen St & Canoga Ave	AM	0.4	2	1.6

2030 Project Alternative 3 On Street Dedicated Bus Lanes

Intersection	Peak Time	Value	Parts Per Million 1-hour	Parts Per Million 8-hour
Lassen St & Owensmouth Ave	PM	0.4	2	1.6
Erwin St & Canoga Ave	PM	0.3	2	1.5
Lassen St & Owensmouth Ave	AM	0.3	2	1.5
Sherman Way & Canoga Ave	AM	0.5	2	1.7
Vanowen St & Canoga Ave	AM	0.4	2	1.6

2030 Project Alternative 4 Busway

Intersection	Peak Time	Value	Parts Per Million 1-hour	Parts Per Million 8-hour
Lassen St & Owensmouth Ave	PM	0.4	2	1.6
Erwin St & Canoga Ave	PM	0.3	2	1.5
Lassen St & Owensmouth Ave	AM	0.3	2	1.5
Sherman Way & Canoga Ave	AM	0.5	2	1.7
Vanowen St & Canoga Ave	AM	0.4	2	1.6

State Standard			20	9

TAHA CO ANALYSIS ASSUMPTIONS & INPUTS

Project: Canoga Northern Orange Line Extension
Project Number: 2006-115

Existing Year: 2007
Analysis Year: 2030

Existing VMT (from EMFAC2007): 378,883,000
Project VMT (from EMFAC2007): 471,327,000

EMFAC Model: EMFAC2007
Existing CO Emissions: 2,320.620
Project Year CO Emissions: 692.170

Persistence Factor: 0.7

Existing 1-Hr Ambient CO Concentration (ppm): 5.00
Existing 8-Hr Ambient CO Concentration (ppm): 3.50

EMFAC Assumptions	
Season/Month:	Winter
Temperature:	58
Speed:	20 mph

Source: Transportation Project-Level Carbon Monoxide Protocol, 12/1997

CAL3QHC INPUTS			
Project Scenario:	Existing	Future Pre-Project	Future Project
Project Year:	2007	2030	2030
Average Time (minutes):	60	60	60
Surface Roughness Factor:	100	100	100
Emissions Factor - Free Flow Link (g/veh-mile):	5.10	1.17	1.17
Emissions Factor - Idle (g/veh-hr):	5.62	6.12	6.12
Saturation Flow Rate (veh/hr):	1600	1600	1600
Receptor Height (Z-Coordinate) (feet):	5.4	5.4	5.4
Wind Speed (m/s):	1	1	1
Stability Class:	F	F	F
Ambient 1-Hr CO Concentration (ppm):	5.00	1.86	1.86
Ambient 8-Hr CO Concentration (ppm):	3.50	1.30	1.30

	CAL3QHC names					
Analyzed Intersections:	**Existing**	**No Project**	**Alternative 2**	**Alternative 3**	**Alternative 4**	**Scenario:**
Lassen St / Owensmouth Ave	LAOWPMEX	LAOWPMA1	LAOWPMA2	LAOWPMA3	LAOWPMA4	PM
Erwin St & Canoga Ave	ERCAEX	ERCAA1	ERCAA2	ERCAA3	ERCAA4	PM
Lassen St & Owensmouth Ave	LAOWAMEX	LAOWAMA1	LAOWAMA2	LAOWAMA3	LAOWAMA4	AM
Sherman Way & Canoga Ave	SHCAEX	SHCAA1	SHCAA2	SHCAA3	SHCAA4	AM
Vanowen St & Canoga Ave	VACAEX	VACAA1	VACAA2	VACAA3	VACAA4	AM

JOB: C:\CALRoads\ \CAL3QHC\ERCAex.clv RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17:56:24

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360.	AG	1750.	5.1	.0	****		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	1621.	5.1	.0	****		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1306.	5.1	.0	****		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1380.	5.1	.0	****		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	543.	5.1	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	380.	5.1	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	392.	5.1	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	610.	5.1	.0	80.0		
9. nbq	524.0	464.0	524.0	432.9	31.	180.	AG	13.	100.0	.0	48.0	.39	1.6
10. sbq	476.0	536.0	476.0	559.2	23.	360.	AG	13.	100.0	.0	48.0	.29	1.2
11. ebq	452.0	482.0	407.8	482.0	44.	270.	AG	33.	100.0	.0	36.0	.62	2.2
12. wbq	548.0	518.0	579.3	518.0	31.	90.	AG	33.	100.0	.0	36.0	.44	1.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	13	3.0	1750	1600	5.62	3	3
10. sbq	60	13	3.0	1306	1600	5.62	3	3
11. ebq	60	44	3.0	543	1600	5.62	3	3
12. wbq	60	44	3.0	392	1600	5.62	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	558.0	546.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\CALRoads \CAL3QHC\ERCAex.clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.5	.8	.8
10.	.6	.2	1.1	.5
20.	.7	.1	.9	.2
30.	.6	.1	.7	.3
40.	.4	.0	.7	.2
50.	.4	.0	.7	.2
60.	.4	.0	.6	.2
70.	.4	.1	.7	.2
80.	.5	.2	.7	.2
90.	.6	.2	.6	.2
100.	.7	.3	.5	.2
110.	.7	.2	.4	.1
120.	.6	.2	.4	.0
130.	.7	.2	.4	.0
140.	.5	.3	.5	.1
150.	.8	.4	.6	.1
160.	.8	.3	.7	.1
170.	1.0	.5	.7	.3
180.	.8	.8	.5	.5
190.	.5	1.0	.2	.8
200.	.4	.9	.1	.8
210.	.3	.7	.0	.6
220.	.2	.7	.0	.5
230.	.2	.6	.0	.5
240.	.2	.7	.0	.4
250.	.3	.6	.1	.4
260.	.3	.6	.1	.3
270.	.2	.5	.2	.5
280.	.1	.3	.3	.7
290.	.1	.3	.3	.5
300.	.0	.4	.3	.6
310.	.0	.4	.3	.7
320.	.0	.5	.3	.6
330.	.0	.6	.4	.7
340.	.1	.6	.4	.8
350.	.2	.7	.5	.8
360.	.4	.5	.8	.8
MAX	1.0	1.0	1.1	.8
DEGR.	170	190	10	0

THE HIGHEST CONCENTRATION OF 1.10 PPM OCCURRED AT RECEPTOR REC3 .

JOB: C:\CALRoadsl\CAL3QHC\ERCAa1.clv RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 18: 6:13

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360.	AG	2188.	1.2	.0	****		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	2027.	1.2	.0	****		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1633.	1.2	.0	****		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1725.	1.2	.0	****		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	679.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	475.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	490.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	763.	1.2	.0	80.0		
9. nbq	524.0	464.0	524.0	425.1	39.	180.	AG	14.	100.0	.0	48.0	.49	2.0
10. sbq	476.0	536.0	476.0	565.0	29.	360.	AG	14.	100.0	.0	48.0	.36	1.5
11. ebq	452.0	482.0	387.0	482.0	65.	270.	AG	36.	100.0	.0	36.0	.77	3.3
12. wbq	548.0	518.0	587.2	518.0	39.	90.	AG	36.	100.0	.0	36.0	.56	2.0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	13	3.0	2188	1600	6.12	3	3
10. sbq	60	13	3.0	1633	1600	6.12	3	3
11. ebq	60	44	3.0	679	1600	6.12	3	3
12. wbq	60	44	3.0	490	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	558.0	546.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\CALRoadsl\CAL3QHC\ERCAa1.clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.2	.2
10.	.2	.1	.3	.1
20.	.2	.0	.3	.1
30.	.2	.0	.1	.0
40.	.2	.0	.1	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.0
70.	.1	.0	.0	.0
80.	.0	.0	.1	.0
90.	.1	.0	.1	.0
100.	.1	.0	.1	.0
110.	.0	.0	.2	.0
120.	.1	.0	.2	.0
130.	.0	.1	.2	.0
140.	.1	.1	.2	.0
150.	.1	.1	.2	.0
160.	.2	.1	.2	.0
170.	.2	.1	.2	.1
180.	.2	.2	.1	.1
190.	.1	.3	.1	.3
200.	.1	.3	.0	.2
210.	.1	.2	.0	.2
220.	.0	.1	.0	.2
230.	.0	.1	.0	.2
240.	.0	.1	.0	.1
250.	.1	.2	.0	.1
260.	.1	.2	.0	.1
270.	.1	.1	.1	.1
280.	.0	.1	.1	.2
290.	.0	.1	.1	.1
300.	.0	.1	.1	.1
310.	.0	.1	.1	.1
320.	.0	.2	.1	.1
330.	.0	.2	.1	.2
340.	.0	.2	.1	.2
350.	.1	.3	.1	.2
360.	.1	.1	.2	.2
MAX	.2	.3	.3	.3
DEGR.	10	190	10	190

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC3 .

JOB: C:\CALRoadsl\CAL3QHC\ERCAa2.clv RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 18:11: 8

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360.	AG	2188.	1.2	.0	****		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	2047.	1.2	.0	****		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1653.	1.2	.0	****		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1745.	1.2	.0	****		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	699.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	475.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	490.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	763.	1.2	.0	80.0		
9. nbq	524.0	464.0	524.0	425.1	39.	180.	AG	14.	100.0	.0	48.0	.49	2.0
10. sbq	476.0	536.0	476.0	565.4	29.	360.	AG	14.	100.0	.0	48.0	.37	1.5
11. ebq	452.0	482.0	382.4	482.0	70.	270.	AG	36.	100.0	.0	36.0	.80	3.5
12. wbq	548.0	518.0	587.2	518.0	39.	90.	AG	36.	100.0	.0	36.0	.56	2.0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	13	3.0	2188	1600	6.12	3	3
10. sbq	60	13	3.0	1653	1600	6.12	3	3
11. ebq	60	44	3.0	699	1600	6.12	3	3
12. wbq	60	44	3.0	490	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	558.0	546.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\CALRoadsl\CAL3QHC\ERCAa2.clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.2	.2
10.	.2	.1	.3	.1
20.	.2	.0	.3	.1
30.	.2	.0	.1	.0
40.	.2	.0	.1	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.0
70.	.2	.0	.0	.0
80.	.1	.0	.1	.0
90.	.1	.0	.1	.0
100.	.1	.0	.2	.0
110.	.0	.0	.2	.0
120.	.1	.0	.2	.0
130.	.0	.1	.2	.0
140.	.1	.1	.2	.0
150.	.1	.1	.2	.0
160.	.2	.1	.2	.0
170.	.2	.1	.2	.1
180.	.2	.2	.1	.1
190.	.1	.3	.1	.3
200.	.1	.3	.0	.2
210.	.1	.2	.0	.2
220.	.1	.1	.0	.2
230.	.0	.1	.0	.2
240.	.0	.2	.0	.1
250.	.1	.2	.0	.1
260.	.1	.2	.0	.1
270.	.1	.1	.1	.1
280.	.0	.1	.1	.2
290.	.0	.1	.1	.1
300.	.0	.1	.1	.1
310.	.0	.1	.1	.1
320.	.0	.2	.1	.1
330.	.0	.2	.1	.2
340.	.0	.2	.1	.2
350.	.1	.3	.1	.2
360.	.1	.1	.2	.2
MAX	.2	.3	.3	.3
DEGR.	10	190	10	190

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC3 .

JOB: C:\CALRoadsl\CAL3QHC\ERCAa3.clv RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 18:15:56

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360.	AG	2188.	1.2	.0	****		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	2067.	1.2	.0	****		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1673.	1.2	.0	****		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1765.	1.2	.0	****		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	719.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	475.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	490.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	763.	1.2	.0	80.0		
9. nbq	524.0	464.0	524.0	422.1	42.	180.	AG	15.	100.0	.0	48.0	.50	2.1
10. sbq	476.0	536.0	476.0	568.0	32.	360.	AG	15.	100.0	.0	48.0	.38	1.6
11. ebq	452.0	482.0	387.7	482.0	64.	270.	AG	35.	100.0	.0	36.0	.75	3.3
12. wbq	548.0	518.0	586.3	518.0	38.	90.	AG	35.	100.0	.0	36.0	.51	1.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	14	3.0	2188	1600	6.12	3	3
10. sbq	60	14	3.0	1673	1600	6.12	3	3
11. ebq	60	43	3.0	719	1600	6.12	3	3
12. wbq	60	43	3.0	490	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	558.0	546.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\CALRoadsl\CAL3QHC\ERCAa3.clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.2	.2
10.	.2	.1	.3	.1
20.	.2	.0	.3	.1
30.	.2	.0	.1	.0
40.	.2	.0	.1	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.0
70.	.2	.0	.1	.0
80.	.1	.0	.1	.0
90.	.1	.0	.1	.0
100.	.1	.0	.2	.0
110.	.0	.0	.2	.0
120.	.1	.0	.2	.0
130.	.0	.1	.2	.0
140.	.1	.1	.2	.0
150.	.1	.1	.2	.0
160.	.2	.1	.2	.0
170.	.2	.1	.2	.1
180.	.2	.2	.1	.1
190.	.1	.3	.1	.3
200.	.1	.3	.0	.2
210.	.1	.2	.0	.2
220.	.0	.1	.0	.2
230.	.0	.1	.0	.2
240.	.0	.1	.0	.1
250.	.1	.2	.0	.1
260.	.1	.2	.0	.1
270.	.1	.1	.1	.1
280.	.0	.1	.1	.2
290.	.0	.1	.1	.1
300.	.0	.1	.1	.1
310.	.0	.1	.1	.1
320.	.0	.2	.1	.1
330.	.0	.2	.1	.2
340.	.0	.2	.1	.2
350.	.1	.3	.1	.2
360.	.1	.1	.2	.2
MAX	.2	.3	.3	.3
DEGR.	10	190	10	190

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC3 .

JOB: C:\CALRoadsl\CAL3QHC\ERCAa4.clv RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 18:18:30

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360.	AG	2188.	1.2	.0	****		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	2067.	1.2	.0	****		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1673.	1.2	.0	****		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1765.	1.2	.0	****		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	719.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	475.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	490.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	763.	1.2	.0	80.0		
9. nbq	524.0	464.0	524.0	422.1	42.	180.	AG	15.	100.0	.0	48.0	.50	2.1
10. sbq	476.0	536.0	476.0	568.0	32.	360.	AG	15.	100.0	.0	48.0	.38	1.6
11. ebq	452.0	482.0	387.7	482.0	64.	270.	AG	35.	100.0	.0	36.0	.75	3.3
12. wbq	548.0	518.0	586.3	518.0	38.	90.	AG	35.	100.0	.0	36.0	.51	1.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	14	3.0	2188	1600	6.12	3	3
10. sbq	60	14	3.0	1673	1600	6.12	3	3
11. ebq	60	43	3.0	719	1600	6.12	3	3
12. wbq	60	43	3.0	490	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	558.0	546.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\CALRoadsl\CAL3QHC\ERCAa4.clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.2	.2
10.	.2	.1	.3	.1
20.	.2	.0	.3	.1
30.	.2	.0	.1	.0
40.	.2	.0	.1	.0
50.	.2	.0	.1	.0
60.	.2	.0	.1	.0
70.	.2	.0	.1	.0
80.	.1	.0	.1	.0
90.	.1	.0	.1	.0
100.	.1	.0	.2	.0
110.	.0	.0	.2	.0
120.	.1	.0	.2	.0
130.	.0	.1	.2	.0
140.	.1	.1	.2	.0
150.	.1	.1	.2	.0
160.	.2	.1	.2	.0
170.	.2	.1	.2	.1
180.	.2	.2	.1	.1
190.	.1	.3	.1	.3
200.	.1	.3	.0	.2
210.	.1	.2	.0	.2
220.	.0	.1	.0	.2
230.	.0	.1	.0	.2
240.	.0	.1	.0	.1
250.	.1	.2	.0	.1
260.	.1	.2	.0	.1
270.	.1	.1	.1	.1
280.	.0	.1	.1	.2
290.	.0	.1	.1	.1
300.	.0	.1	.1	.1
310.	.0	.1	.1	.1
320.	.0	.2	.1	.1
330.	.0	.2	.1	.2
340.	.0	.2	.1	.2
350.	.1	.3	.1	.2
360.	.1	.1	.2	.2
MAX	.2	.3	.3	.3
DEGR.	10	190	10	190

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC3 .

JOB: C:\CALRoads\CAL3QHC\LAOWexam.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17:20:28

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	602.	5.1	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	371.	5.1	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	605.	5.1	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	996.	5.1	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	670.	5.1	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	831.	5.1	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1023.	5.1	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	702.	5.1	.0	80.0		
9. nbq	512.0	464.0	512.0	409.7	54.	180.	AG	17.	100.0	.0	24.0	.51	2.8
10. sbq	488.0	536.0	488.0	590.5	54.	360.	AG	17.	100.0	.0	24.0	.52	2.8
11. ebq	476.0	482.0	446.7	482.0	29.	270.	AG	18.	100.0	.0	36.0	.27	1.5
12. wbq	524.0	518.0	568.8	518.0	45.	90.	AG	18.	100.0	.0	36.0	.41	2.3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	33	3.0	602	1600	5.62	3	3
10. sbq	60	33	3.0	605	1600	5.62	3	3
11. ebq	60	24	3.0	670	1600	5.62	3	3
12. wbq	60	24	3.0	1023	1600	5.62	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWexam.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.6	.5
10.	.4	.1	.6	.3
20.	.3	.0	.5	.2
30.	.3	.0	.5	.2
40.	.3	.0	.5	.2
50.	.3	.0	.6	.4
60.	.3	.0	.6	.4
70.	.3	.1	.7	.4
80.	.3	.2	.8	.5
90.	.8	.4	.7	.4
100.	.8	.6	.3	.1
110.	.7	.5	.2	.1
120.	.4	.5	.3	.0
130.	.4	.3	.3	.0
140.	.6	.4	.3	.0
150.	.5	.4	.3	.0
160.	.6	.4	.5	.0
170.	.8	.4	.6	.1
180.	.7	.6	.5	.3
190.	.4	.7	.2	.6
200.	.2	.5	.1	.5
210.	.2	.7	.0	.4
220.	.2	.4	.0	.4
230.	.2	.6	.0	.4
240.	.3	.5	.0	.3
250.	.3	.5	.0	.3
260.	.4	.6	.1	.4
270.	.3	.5	.2	.6
280.	.1	.4	.4	.7
290.	.0	.3	.4	.6
300.	.0	.2	.3	.5
310.	.0	.2	.2	.5
320.	.0	.2	.2	.5
330.	.0	.2	.2	.6
340.	.0	.3	.4	.5
350.	.1	.4	.5	.6
360.	.3	.3	.6	.5
MAX	.8	.7	.8	.7
DEGR.	90	190	80	280

THE HIGHEST CONCENTRATION OF .80 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\LAOWa1am.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17:26: 4

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	746.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	460.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	750.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	1236.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	831.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1030.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1269.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	870.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	396.7	67.	180.	AG	18.	100.0	.0	24.0	.64	3.4
10. sbq	488.0	536.0	488.0	603.7	68.	360.	AG	18.	100.0	.0	24.0	.64	3.4
11. ebq	476.0	482.0	439.6	482.0	36.	270.	AG	20.	100.0	.0	36.0	.34	1.8
12. wbq	524.0	518.0	579.5	518.0	56.	90.	AG	20.	100.0	.0	36.0	.51	2.8

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	33	3.0	746	1600	6.12	3	3
10. sbq	60	33	3.0	750	1600	6.12	3	3
11. ebq	60	24	3.0	831	1600	6.12	3	3
12. wbq	60	24	3.0	1269	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa1am.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.0	.2	.0
10.	.1	.0	.2	.0
20.	.2	.0	.0	.0
30.	.1	.0	.0	.0
40.	.1	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.0	.2
70.	.1	.0	.1	.2
80.	.1	.0	.2	.2
90.	.2	.1	.1	.1
100.	.3	.1	.0	.0
110.	.2	.2	.0	.0
120.	.0	.1	.0	.0
130.	.0	.2	.0	.0
140.	.0	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.2	.1	.1	.0
180.	.1	.2	.1	.1
190.	.0	.3	.1	.2
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.1
240.	.0	.0	.0	.1
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.2
280.	.0	.0	.1	.2
290.	.0	.0	.1	.0
300.	.0	.0	.0	.0
310.	.0	.0	.0	.0
320.	.0	.0	.0	.0
330.	.0	.0	.1	.0
340.	.0	.0	.1	.0
350.	.0	.0	.1	.1
360.	.1	.0	.2	.0
MAX	.3	.3	.2	.3
DEGR.	100	190	0	200

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\LAOWa2am.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17:34: 1

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	766.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	460.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	750.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	1256.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	831.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1050.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1289.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	870.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	394.9	69.	180.	AG	18.	100.0	.0	24.0	.65	3.5
10. sbq	488.0	536.0	488.0	603.7	68.	360.	AG	18.	100.0	.0	24.0	.64	3.4
11. ebq	476.0	482.0	439.6	482.0	36.	270.	AG	20.	100.0	.0	36.0	.34	1.8
12. wbq	524.0	518.0	580.3	518.0	56.	90.	AG	20.	100.0	.0	36.0	.52	2.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	33	3.0	766	1600	6.12	3	3
10. sbq	60	33	3.0	750	1600	6.12	3	3
11. ebq	60	24	3.0	831	1600	6.12	3	3
12. wbq	60	24	3.0	1289	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa2am.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.0	.2	.0
10.	.1	.0	.2	.0
20.	.2	.0	.0	.0
30.	.1	.0	.0	.0
40.	.1	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.1	.2
70.	.1	.0	.1	.2
80.	.1	.0	.2	.2
90.	.2	.1	.1	.1
100.	.3	.1	.0	.0
110.	.2	.2	.0	.0
120.	.0	.1	.0	.0
130.	.0	.2	.0	.0
140.	.0	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.2	.1	.2	.0
180.	.1	.2	.1	.1
190.	.0	.3	.1	.2
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.1
240.	.0	.0	.0	.1
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.2
280.	.0	.0	.1	.2
290.	.0	.0	.1	.0
300.	.0	.0	.0	.0
310.	.0	.0	.0	.0
320.	.0	.0	.0	.0
330.	.0	.0	.1	.0
340.	.0	.0	.1	.0
350.	.0	.0	.1	.1
360.	.1	.0	.2	.0
MAX	.3	.3	.2	.3
DEGR.	100	190	0	200

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\LAOWa3am.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17:37:35

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	789.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	460.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	752.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	1276.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	877.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1121.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1309.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	870.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	392.9	71.	180.	AG	18.	100.0	.0	24.0	.67	3.6
10. sbq	488.0	536.0	488.0	603.8	68.	360.	AG	18.	100.0	.0	24.0	.64	3.4
11. ebq	476.0	482.0	437.7	482.0	38.	270.	AG	20.	100.0	.0	36.0	.35	1.9
12. wbq	524.0	518.0	581.2	518.0	57.	90.	AG	20.	100.0	.0	36.0	.53	2.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	33	3.0	789	1600	6.12	3	3
10. sbq	60	33	3.0	752	1600	6.12	3	3
11. ebq	60	24	3.0	877	1600	6.12	3	3
12. wbq	60	24	3.0	1309	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa3am.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.0	.2	.0
10.	.1	.0	.2	.0
20.	.2	.0	.0	.0
30.	.1	.0	.0	.0
40.	.1	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.1	.2
70.	.1	.0	.2	.2
80.	.1	.0	.2	.2
90.	.2	.1	.1	.1
100.	.3	.2	.0	.0
110.	.2	.2	.0	.0
120.	.0	.2	.0	.0
130.	.0	.2	.0	.0
140.	.0	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.2	.1	.2	.0
180.	.1	.2	.1	.1
190.	.0	.3	.1	.2
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.1
240.	.0	.0	.0	.1
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.2
280.	.0	.0	.1	.2
290.	.0	.0	.1	.0
300.	.0	.0	.0	.0
310.	.0	.0	.0	.0
320.	.0	.0	.0	.0
330.	.0	.0	.1	.0
340.	.0	.0	.1	.0
350.	.0	.0	.1	.1
360.	.1	.0	.2	.0
MAX	.3	.3	.2	.3
DEGR.	100	190	0	200

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\LAOWa4am.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17:39:56

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	789.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	460.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	752.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	1276.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	877.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1121.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1309.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	870.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	392.9	71.	180.	AG	18.	100.0	.0	24.0	.67	3.6
10. sbq	488.0	536.0	488.0	603.8	68.	360.	AG	18.	100.0	.0	24.0	.64	3.4
11. ebq	476.0	482.0	437.7	482.0	38.	270.	AG	20.	100.0	.0	36.0	.35	1.9
12. wbq	524.0	518.0	581.2	518.0	57.	90.	AG	20.	100.0	.0	36.0	.53	2.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	33	3.0	789	1600	6.12	3	3
10. sbq	60	33	3.0	752	1600	6.12	3	3
11. ebq	60	24	3.0	877	1600	6.12	3	3
12. wbq	60	24	3.0	1309	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa4am.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.0	.2	.0
10.	.1	.0	.2	.0
20.	.2	.0	.0	.0
30.	.1	.0	.0	.0
40.	.1	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.1	.2
70.	.1	.0	.2	.2
80.	.1	.0	.2	.2
90.	.2	.1	.1	.1
100.	.3	.2	.0	.0
110.	.2	.2	.0	.0
120.	.0	.2	.0	.0
130.	.0	.2	.0	.0
140.	.0	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.2	.1	.2	.0
180.	.1	.2	.1	.1
190.	.0	.3	.1	.2
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.1
240.	.0	.0	.0	.1
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.2
280.	.0	.0	.1	.2
290.	.0	.0	.1	.0
300.	.0	.0	.0	.0
310.	.0	.0	.0	.0
320.	.0	.0	.0	.0
330.	.0	.0	.1	.0
340.	.0	.0	.1	.0
350.	.0	.0	.1	.1
360.	.1	.0	.2	.0
MAX	.3	.3	.2	.3
DEGR.	100	190	0	200

THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\LAOWexpm.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 16:40:22

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	1231.	5.1	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	901.	5.1	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	510.	5.1	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	727.	5.1	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	754.	5.1	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1131.	5.1	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1027.	5.1	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	763.	5.1	.0	80.0		
9. nbq	512.0	464.0	512.0	330.8	133.	180.	AG	15.	100.0	.0	24.0	.89	6.8
10. sbq	488.0	536.0	488.0	576.4	40.	360.	AG	15.	100.0	.0	24.0	.37	2.1
11. ebq	476.0	482.0	437.6	482.0	38.	270.	AG	21.	100.0	.0	36.0	.35	2.0
12. wbq	524.0	518.0	576.4	518.0	52.	90.	AG	21.	100.0	.0	36.0	.48	2.7

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1231	1600	5.62	3	3
10. sbq	60	29	3.0	510	1600	5.62	3	3
11. ebq	60	28	3.0	754	1600	5.62	3	3
12. wbq	60	28	3.0	1027	1600	5.62	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWexpm.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.5	.7	.8
10.	.5	.2	.9	.5
20.	.4	.1	.6	.4
30.	.3	.0	.6	.4
40.	.3	.0	.6	.3
50.	.2	.0	.6	.4
60.	.2	.0	.8	.5
70.	.2	.1	.8	.5
80.	.4	.2	1.0	.6
90.	.7	.5	.8	.5
100.	.8	.6	.5	.2
110.	.8	.5	.3	.1
120.	.6	.5	.3	.0
130.	.7	.5	.3	.0
140.	.6	.5	.3	.0
150.	.7	.4	.5	.0
160.	.7	.5	.5	.1
170.	.9	.5	.7	.2
180.	.7	.9	.4	.6
190.	.4	1.1	.1	.8
200.	.2	.7	.1	.7
210.	.2	.7	.0	.6
220.	.2	.5	.0	.4
230.	.2	.5	.0	.4
240.	.3	.5	.0	.4
250.	.4	.7	.0	.4
260.	.4	.7	.1	.5
270.	.3	.5	.3	.6
280.	.1	.4	.5	.8
290.	.0	.3	.4	.8
300.	.0	.2	.3	.6
310.	.0	.2	.2	.6
320.	.0	.3	.3	.7
330.	.0	.3	.3	.8
340.	.0	.4	.4	.8
350.	.1	.5	.5	1.0
360.	.3	.5	.7	.8
MAX	.9	1.1	1.0	1.0
DEGR.	170	190	80	350

THE HIGHEST CONCENTRATION OF 1.10 PPM OCCURRED AT RECEPTOR REC2 .

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0

JOB: C:\CALRoads\CAL3QHC\LAOWa1pm.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 16:53:56

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	1539.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	1127.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	638.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	909.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	943.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1414.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1284.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	954.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	-548.9	1013.	180.	AG	16.	100.0	.0	24.0	1.11	51.5
10. sbq	488.0	536.0	488.0	586.6	51.	360.	AG	16.	100.0	.0	24.0	.46	2.6
11. ebq	476.0	482.0	427.9	482.0	48.	270.	AG	23.	100.0	.0	36.0	.44	2.4
12. wbq	524.0	518.0	589.5	518.0	66.	90.	AG	23.	100.0	.0	36.0	.60	3.3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1539	1600	6.12	3	3
10. sbq	60	29	3.0	638	1600	6.12	3	3
11. ebq	60	28	3.0	943	1600	6.12	3	3
12. wbq	60	28	3.0	1284	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa1pm.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.1
10.	.2	.0	.2	.0
20.	.1	.0	.1	.1
30.	.1	.0	.0	.0
40.	.1	.0	.0	.1
50.	.1	.0	.0	.1
60.	.1	.0	.1	.2
70.	.0	.0	.2	.2
80.	.0	.0	.2	.2
90.	.1	.1	.1	.1
100.	.3	.2	.0	.1
110.	.3	.2	.0	.0
120.	.1	.3	.1	.0
130.	.0	.3	.1	.0
140.	.0	.1	.1	.0
150.	.1	.1	.3	.0
160.	.2	.1	.3	.0
170.	.3	.1	.3	.1
180.	.1	.3	.1	.2
190.	.0	.4	.0	.4
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.2
240.	.1	.0	.0	.2
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.1
280.	.0	.0	.1	.1
290.	.0	.0	.1	.2
300.	.0	.0	.1	.1
310.	.0	.0	.1	.1
320.	.0	.0	.1	.1
330.	.0	.1	.1	.1
340.	.0	.1	.1	.0
350.	.0	.1	.1	.1
360.	.1	.1	.1	.1
MAX	.3	.4	.3	.4
DEGR.	100	190	150	190

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC2 .

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0
JOB: C:\CALRoads\CAL3QHC\LAOWa2pm.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 16:58:11

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	1559.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	1127.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	638.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	929.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	943.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1434.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1304.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	954.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	-650.8	1115.	180.	AG	16.	100.0	.0	24.0	1.12	56.6
10. sbq	488.0	536.0	488.0	586.6	51.	360.	AG	16.	100.0	.0	24.0	.46	2.6
11. ebq	476.0	482.0	427.9	482.0	48.	270.	AG	23.	100.0	.0	36.0	.44	2.4
12. wbq	524.0	518.0	590.4	518.0	66.	90.	AG	23.	100.0	.0	36.0	.60	3.4

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1559	1600	6.12	3	3
10. sbq	60	29	3.0	638	1600	6.12	3	3
11. ebq	60	28	3.0	943	1600	6.12	3	3
12. wbq	60	28	3.0	1304	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa2pm.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.1
10.	.2	.0	.2	.0
20.	.1	.0	.1	.1
30.	.1	.0	.0	.2
40.	.1	.0	.0	.1
50.	.1	.0	.0	.1
60.	.1	.0	.1	.2
70.	.0	.0	.2	.2
80.	.0	.0	.2	.2
90.	.1	.1	.1	.1
100.	.3	.2	.0	.1
110.	.3	.2	.0	.0
120.	.1	.3	.1	.0
130.	.0	.3	.1	.0
140.	.0	.1	.1	.0
150.	.1	.1	.3	.0
160.	.2	.1	.3	.0
170.	.3	.1	.3	.1
180.	.2	.3	.1	.2
190.	.0	.4	.0	.4
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.2
240.	.1	.0	.0	.2
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.1
280.	.0	.0	.1	.1
290.	.0	.0	.1	.2
300.	.0	.0	.1	.1
310.	.0	.0	.1	.1
320.	.0	.0	.1	.1
330.	.0	.1	.1	.1
340.	.0	.1	.1	.0
350.	.0	.1	.1	.1
360.	.1	.1	.1	.1
MAX	.3	.4	.3	.4
DEGR.	100	190	150	190

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC2 .

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0
JOB: C:\CALRoads\CAL3QHC\LAOWa3pm.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17: 5: 9

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	1579.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	1128.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	638.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	952.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	943.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1454.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1374.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	1000.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	-752.7	1217.	180.	AG	16.	100.0	.0	24.0	1.14	61.8
10. sbq	488.0	536.0	488.0	586.6	51.	360.	AG	16.	100.0	.0	24.0	.46	2.6
11. ebq	476.0	482.0	427.9	482.0	48.	270.	AG	23.	100.0	.0	36.0	.44	2.4
12. wbq	524.0	518.0	594.1	518.0	70.	90.	AG	23.	100.0	.0	36.0	.64	3.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1579	1600	6.12	3	3
10. sbq	60	29	3.0	638	1600	6.12	3	3
11. ebq	60	28	3.0	943	1600	6.12	3	3
12. wbq	60	28	3.0	1374	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa3pm.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.1
10.	.2	.0	.2	.0
20.	.1	.0	.1	.1
30.	.1	.0	.0	.2
40.	.1	.0	.0	.1
50.	.1	.0	.0	.2
60.	.1	.0	.1	.2
70.	.0	.0	.3	.2
80.	.0	.0	.2	.2
90.	.1	.1	.2	.1
100.	.3	.2	.0	.1
110.	.3	.3	.0	.0
120.	.1	.3	.1	.0
130.	.0	.3	.1	.0
140.	.0	.2	.1	.0
150.	.1	.1	.3	.0
160.	.2	.1	.3	.0
170.	.3	.1	.3	.1
180.	.2	.3	.2	.3
190.	.0	.4	.0	.4
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.2
240.	.1	.0	.0	.2
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.2
280.	.0	.0	.1	.3
290.	.0	.0	.1	.2
300.	.0	.0	.1	.1
310.	.0	.0	.1	.1
320.	.0	.0	.1	.1
330.	.0	.1	.1	.2
340.	.0	.1	.1	.0
350.	.0	.1	.1	.1
360.	.1	.1	.1	.1
MAX	.3	.4	.3	.4
DEGR.	100	190	70	190

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC2 .

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0
JOB: C:\CALRoads\CAL3QHC\LAOWa4pm.cl RUN: CAL3QHC RUN

DATE : 11/21/ 7
TIME : 17: 5: 9

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	512.0	.0	512.0	500.0	500.	360.	AG	1579.	1.2	.0	68.0		
2. nbd	512.0	500.0	512.0	1000.0	500.	360.	AG	1128.	1.2	.0	68.0		
3. sba	488.0	1000.0	488.0	500.0	500.	180.	AG	638.	1.2	.0	68.0		
4. sbd	488.0	500.0	488.0	.0	500.	180.	AG	952.	1.2	.0	68.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	943.	1.2	.0	80.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1454.	1.2	.0	80.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1374.	1.2	.0	80.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	1000.	1.2	.0	80.0		
9. nbq	512.0	464.0	512.0	-752.7	1217.	180.	AG	16.	100.0	.0	24.0	1.14	61.8
10. sbq	488.0	536.0	488.0	586.6	51.	360.	AG	16.	100.0	.0	24.0	.46	2.6
11. ebq	476.0	482.0	427.9	482.0	48.	270.	AG	23.	100.0	.0	36.0	.44	2.4
12. wbq	524.0	518.0	594.1	518.0	70.	90.	AG	23.	100.0	.0	36.0	.64	3.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1579	1600	6.12	3	3
10. sbq	60	29	3.0	638	1600	6.12	3	3
11. ebq	60	28	3.0	943	1600	6.12	3	3
12. wbq	60	28	3.0	1374	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	466.0	546.0	6.0
2. ne 10 ft	534.0	546.0	6.0
3. sw 10 ft	466.0	454.0	6.0
4. se 10 ft	534.0	454.0	6.0

JOB: C:\CALRoads\CAL3QHC\LAOWa4pm.cl RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.1
10.	.2	.0	.2	.0
20.	.1	.0	.1	.1
30.	.1	.0	.0	.2
40.	.1	.0	.0	.1
50.	.1	.0	.0	.2
60.	.1	.0	.1	.2
70.	.0	.0	.3	.2
80.	.0	.0	.2	.2
90.	.1	.1	.2	.1
100.	.3	.2	.0	.1
110.	.3	.3	.0	.0
120.	.1	.3	.1	.0
130.	.0	.3	.1	.0
140.	.0	.2	.1	.0
150.	.1	.1	.3	.0
160.	.2	.1	.3	.0
170.	.3	.1	.3	.1
180.	.2	.3	.2	.3
190.	.0	.4	.0	.4
200.	.0	.1	.0	.3
210.	.0	.0	.0	.2
220.	.0	.0	.0	.2
230.	.0	.0	.0	.2
240.	.1	.0	.0	.2
250.	.1	.0	.0	.1
260.	.1	.1	.0	.1
270.	.1	.1	.1	.2
280.	.0	.0	.1	.3
290.	.0	.0	.1	.2
300.	.0	.0	.1	.1
310.	.0	.0	.1	.1
320.	.0	.0	.1	.1
330.	.0	.1	.1	.2
340.	.0	.1	.1	.0
350.	.0	.1	.1	.1
360.	.1	.1	.1	.1
MAX	.3	.4	.3	.4
DEGR.	100	190	70	190

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC2 .

JOB: C:\CALRoads\CAL3QHC\SHCAex.clv RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 8:45:54

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360.	AG	849.	5.1	.0	80.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	885.	5.1	.0	80.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1337.	5.1	.0	80.0		
4. sbd	482.0	500.0	482.0	.0	500.	180.	AG	1294.	5.1	.0	80.0		
5. eba	.0	476.0	500.0	476.0	500.	90.	AG	1089.	5.1	.0	92.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90.	AG	1190.	5.1	.0	92.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270.	AG	1596.	5.1	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1502.	5.1	.0	92.0		
9. nbq	518.0	452.0	518.0	404.0	48.	180.	AG	23.	100.0	.0	36.0	.44	2.4
10. sbq	482.0	548.0	482.0	623.4	75.	360.	AG	23.	100.0	.0	36.0	.70	3.8
11. ebq	464.0	476.0	502.7	476.0	39.	90.	AG	26.	100.0	.0	48.0	.35	2.0
12. wbq	536.0	524.0	592.7	524.0	57.	90.	AG	26.	100.0	.0	48.0	.52	2.9

DATE : 11/26/ 7
TIME : 8:45:54

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	31	3.0	849	1600	5.62	3	3
10. sbq	60	31	3.0	1337	1600	5.62	3	3
11. ebq	60	26	3.0	1089	1600	5.62	3	3
12. wbq	60	26	3.0	1596	1600	5.62	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	558.0	6.0
2. ne 10 ft	546.0	558.0	6.0
3. sw 10 ft	454.0	442.0	6.0
4. se 10 ft	546.0	442.0	6.0

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.5	.4	1.0	.8
10.	.7	.1	1.2	.7
20.	.7	.1	.8	.5
30.	.6	.0	.9	.4
40.	.5	.0	1.1	.4
50.	.4	.0	.9	.4
60.	.4	.1	.7	.6
70.	.5	.1	.9	.6
80.	.6	.2	1.0	.6
90.	.9	.5	.8	.4
100.	1.2	.8	.5	.2
110.	.9	.7	.4	.1
120.	.9	.7	.3	.0
130.	.8	.6	.3	.0
140.	.9	.5	.3	.0
150.	.8	.4	.5	.0
160.	.9	.5	.6	.1
170.	1.1	.6	.7	.1
180.	1.0	.8	.5	.4
190.	.5	1.0	.2	.5
200.	.4	.8	.1	.6
210.	.3	.8	.0	.4
220.	.3	.7	.0	.5
230.	.5	.7	.0	.4
240.	.5	.9	.0	.4
250.	.6	1.0	.1	.5
260.	.6	1.0	.1	.6
270.	.5	.8	.3	.9
280.	.2	.6	.6	1.0
290.	.1	.5	.6	.9
300.	.0	.4	.4	.6
310.	.0	.3	.4	.7
320.	.0	.4	.4	.8
330.	.0	.4	.4	.8
340.	.1	.6	.5	.9
350.	.2	.6	.5	1.1
360.	.5	.4	1.0	.8
MAX	1.2	1.0	1.2	1.1
DEGR.	100	190	10	350

THE HIGHEST CONCENTRATION OF 1.20 PPM OCCURRED AT RECEPTOR REC3 .

JOB: C:\CALRoads\CAL3QHC\SHCAa1.clv RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 8:55:39

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360.	AG	1053.	1.2	.0	80.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	1097.	1.2	.0	80.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1657.	1.2	.0	80.0		
4. sbd	482.0	500.0	482.0	.0	500.	180.	AG	1604.	1.2	.0	80.0		
5. eba	.0	476.0	500.0	476.0	500.	90.	AG	1351.	1.2	.0	92.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90.	AG	1476.	1.2	.0	92.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270.	AG	1978.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1862.	1.2	.0	92.0		
9. nbq	518.0	452.0	518.0	392.5	59.	180.	AG	25.	100.0	.0	36.0	.55	3.0
10. sbq	482.0	548.0	482.0	668.3	120.	360.	AG	25.	100.0	.0	36.0	.86	6.1
11. ebq	464.0	476.0	511.9	476.0	48.	90.	AG	28.	100.0	.0	48.0	.44	2.4
12. wbq	536.0	524.0	606.2	524.0	70.	90.	AG	28.	100.0	.0	48.0	.64	3.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	31	3.0	1053	1600	6.12	3	3
10. sbq	60	31	3.0	1657	1600	6.12	3	3
11. ebq	60	26	3.0	1351	1600	6.12	3	3
12. wbq	60	26	3.0	1978	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	558.0	6.0
2. ne 10 ft	546.0	558.0	6.0
3. sw 10 ft	454.0	442.0	6.0
4. se 10 ft	546.0	442.0	6.0

JOB: C:\CALRoads\CAL3QHC\SHCAa1.clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.2
10.	.2	.0	.3	.1
20.	.3	.0	.2	.2
30.	.2	.0	.2	.3
40.	.2	.0	.2	.2
50.	.2	.0	.3	.2
60.	.2	.0	.3	.2
70.	.2	.0	.3	.2
80.	.2	.1	.3	.2
90.	.3	.1	.1	.1
100.	.5	.2	.2	.0
110.	.4	.3	.2	.0
120.	.3	.3	.2	.0
130.	.2	.2	.1	.0
140.	.2	.2	.1	.0
150.	.2	.2	.1	.0
160.	.3	.2	.2	.0
170.	.3	.2	.1	.0
180.	.2	.3	.1	.1
190.	.1	.4	.1	.2
200.	.1	.2	.0	.2
210.	.1	.2	.0	.3
220.	.1	.1	.0	.2
230.	.1	.1	.0	.2
240.	.2	.1	.0	.1
250.	.2	.2	.0	.1
260.	.2	.2	.0	.1
270.	.1	.1	.1	.2
280.	.1	.1	.2	.3
290.	.0	.1	.2	.3
300.	.0	.2	.2	.2
310.	.0	.2	.2	.2
320.	.0	.2	.1	.0
330.	.0	.2	.1	.1
340.	.0	.2	.0	.2
350.	.1	.2	.0	.2
360.	.1	.1	.1	.2
MAX	.5	.4	.3	.3
DEGR.	100	190	10	30

THE HIGHEST CONCENTRATION OF .50 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\SHCAa2clv RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 8:59:33

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360.	AG	1073.	1.2	.0	80.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	1117.	1.2	.0	80.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1677.	1.2	.0	80.0		
4. sbd	482.0	500.0	482.0	.0	500.	180.	AG	1624.	1.2	.0	80.0		
5. eba	.0	476.0	500.0	476.0	500.	90.	AG	1351.	1.2	.0	92.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90.	AG	1476.	1.2	.0	92.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270.	AG	1978.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1862.	1.2	.0	92.0		
9. nbq	518.0	452.0	518.0	391.5	61.	180.	AG	25.	100.0	.0	36.0	.56	3.1
10. sbq	482.0	548.0	482.0	673.4	125.	360.	AG	25.	100.0	.0	36.0	.87	6.4
11. ebq	464.0	476.0	511.9	476.0	48.	90.	AG	28.	100.0	.0	48.0	.44	2.4
12. wbq	536.0	524.0	606.2	524.0	70.	90.	AG	28.	100.0	.0	48.0	.64	3.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	31	3.0	1073	1600	6.12	3	3
10. sbq	60	31	3.0	1677	1600	6.12	3	3
11. ebq	60	26	3.0	1351	1600	6.12	3	3
12. wbq	60	26	3.0	1978	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	558.0	6.0
2. ne 10 ft	546.0	558.0	6.0
3. sw 10 ft	454.0	442.0	6.0
4. se 10 ft	546.0	442.0	6.0

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.2
10.	.2	.0	.3	.1
20.	.3	.0	.2	.2
30.	.2	.0	.2	.3
40.	.2	.0	.2	.2
50.	.2	.0	.3	.2
60.	.2	.0	.3	.2
70.	.2	.0	.3	.2
80.	.2	.1	.3	.2
90.	.3	.1	.2	.1
100.	.5	.2	.2	.0
110.	.4	.3	.2	.0
120.	.3	.3	.2	.0
130.	.2	.2	.1	.0
140.	.2	.2	.1	.0
150.	.2	.2	.1	.0
160.	.4	.2	.2	.0
170.	.3	.2	.1	.0
180.	.2	.3	.1	.1
190.	.1	.4	.1	.2
200.	.1	.2	.0	.2
210.	.1	.2	.0	.3
220.	.1	.1	.0	.2
230.	.1	.1	.0	.2
240.	.2	.1	.0	.1
250.	.2	.2	.0	.1
260.	.2	.2	.0	.1
270.	.1	.1	.1	.2
280.	.1	.1	.2	.3
290.	.0	.1	.2	.3
300.	.0	.2	.2	.2
310.	.0	.2	.2	.2
320.	.0	.2	.1	.0
330.	.0	.2	.1	.1
340.	.0	.2	.0	.2
350.	.1	.2	.0	.2
360.	.1	.1	.1	.2
MAX	.5	.4	.3	.3
DEGR.	100	190	10	30

THE HIGHEST CONCENTRATION OF .50 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\SHCAa3clv RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 9: 2:52

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360.	AG	1093.	1.2	.0	80.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	1137.	1.2	.0	80.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1731.	1.2	.0	80.0		
4. sbd	482.0	500.0	482.0	.0	500.	180.	AG	1712.	1.2	.0	80.0		
5. eba	.0	476.0	500.0	476.0	500.	90.	AG	1368.	1.2	.0	92.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90.	AG	1476.	1.2	.0	92.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270.	AG	1995.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1862.	1.2	.0	92.0		
9. nbq	518.0	452.0	518.0	390.3	62.	180.	AG	25.	100.0	.0	36.0	.57	3.1
10. sbq	482.0	548.0	482.0	688.6	141.	360.	AG	25.	100.0	.0	36.0	.90	7.1
11. ebq	464.0	476.0	512.6	476.0	49.	90.	AG	28.	100.0	.0	48.0	.44	2.5
12. wbq	536.0	524.0	606.8	524.0	71.	90.	AG	28.	100.0	.0	48.0	.64	3.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	31	3.0	1093	1600	6.12	3	3
10. sbq	60	31	3.0	1731	1600	6.12	3	3
11. ebq	60	26	3.0	1368	1600	6.12	3	3
12. wbq	60	26	3.0	1995	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	558.0	6.0
2. ne 10 ft	546.0	558.0	6.0
3. sw 10 ft	454.0	442.0	6.0
4. se 10 ft	546.0	442.0	6.0

JOB: C:\CALRoads\CAL3QHC\SHCAa3clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.2
10.	.3	.0	.3	.1
20.	.3	.0	.3	.2
30.	.2	.0	.2	.3
40.	.2	.0	.2	.2
50.	.2	.0	.3	.2
60.	.2	.0	.3	.2
70.	.2	.0	.3	.2
80.	.2	.1	.3	.2
90.	.3	.1	.2	.1
100.	.5	.2	.2	.0
110.	.4	.3	.2	.0
120.	.3	.3	.2	.0
130.	.2	.2	.1	.0
140.	.2	.2	.1	.0
150.	.2	.2	.1	.0
160.	.5	.2	.2	.0
170.	.3	.2	.2	.0
180.	.2	.3	.1	.1
190.	.1	.4	.1	.2
200.	.1	.2	.0	.2
210.	.1	.2	.0	.3
220.	.1	.1	.0	.2
230.	.1	.1	.0	.2
240.	.2	.1	.0	.2
250.	.2	.2	.0	.1
260.	.2	.2	.0	.1
270.	.1	.1	.1	.2
280.	.1	.1	.2	.3
290.	.0	.1	.2	.3
300.	.0	.2	.2	.2
310.	.0	.2	.2	.2
320.	.0	.2	.1	.0
330.	.0	.3	.1	.1
340.	.0	.2	.0	.2
350.	.1	.2	.0	.2
360.	.1	.1	.1	.2
MAX	.5	.4	.3	.3
DEGR.	100	190	10	30

THE HIGHEST CONCENTRATION OF .50 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\CALRoads\CAL3QHC\SHCAa3clv RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 9: 2:52

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360.	AG	1093.	1.2	.0	80.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	1137.	1.2	.0	80.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1731.	1.2	.0	80.0		
4. sbd	482.0	500.0	482.0	.0	500.	180.	AG	1712.	1.2	.0	80.0		
5. eba	.0	476.0	500.0	476.0	500.	90.	AG	1368.	1.2	.0	92.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90.	AG	1476.	1.2	.0	92.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270.	AG	1995.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1862.	1.2	.0	92.0		
9. nbq	518.0	452.0	518.0	390.3	62.	180.	AG	25.	100.0	.0	36.0	.57	3.1
10. sbq	482.0	548.0	482.0	688.6	141.	360.	AG	25.	100.0	.0	36.0	.90	7.1
11. ebq	464.0	476.0	512.6	476.0	49.	90.	AG	28.	100.0	.0	48.0	.44	2.5
12. wbq	536.0	524.0	606.8	524.0	71.	90.	AG	28.	100.0	.0	48.0	.64	3.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	31	3.0	1093	1600	6.12	3	3
10. sbq	60	31	3.0	1731	1600	6.12	3	3
11. ebq	60	26	3.0	1368	1600	6.12	3	3
12. wbq	60	26	3.0	1995	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	558.0	6.0
2. ne 10 ft	546.0	558.0	6.0
3. sw 10 ft	454.0	442.0	6.0
4. se 10 ft	546.0	442.0	6.0

JOB: C:\CALRoads\CAL3QHC\SHCAa3clv RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.1	.1	.1	.2
10.	.3	.0	.3	.1
20.	.3	.0	.3	.2
30.	.2	.0	.2	.3
40.	.2	.0	.2	.2
50.	.2	.0	.3	.2
60.	.2	.0	.3	.2
70.	.2	.0	.3	.2
80.	.2	.1	.3	.2
90.	.3	.1	.2	.1
100.	.5	.2	.2	.0
110.	.4	.3	.2	.0
120.	.3	.3	.2	.0
130.	.2	.2	.1	.0
140.	.2	.2	.1	.0
150.	.2	.2	.1	.0
160.	.5	.2	.2	.0
170.	.3	.2	.2	.0
180.	.2	.3	.1	.1
190.	.1	.4	.1	.2
200.	.1	.2	.0	.2
210.	.1	.2	.0	.3
220.	.1	.1	.0	.2
230.	.1	.1	.0	.2
240.	.2	.1	.0	.2
250.	.2	.2	.0	.1
260.	.2	.2	.0	.1
270.	.1	.1	.1	.2
280.	.1	.1	.2	.3
290.	.0	.1	.2	.3
300.	.0	.2	.2	.2
310.	.0	.2	.2	.2
320.	.0	.2	.1	.0
330.	.0	.3	.1	.1
340.	.0	.2	.0	.2
350.	.1	.2	.0	.2
360.	.1	.1	.1	.2
MAX	.5	.4	.3	.3
DEGR.	100	190	10	30

THE HIGHEST CONCENTRATION OF .50 PPM OCCURRED AT RECEPTOR REC1 .

JOB: C:\Documents and Settings\VACAex RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 9:58: 8

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360.	AG	795.	5.1	.0	92.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	890.	5.1	.0	92.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1082.	5.1	.0	92.0		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1210.	5.1	.0	92.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	877.	5.1	.0	92.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	885.	5.1	.0	92.0		
7. wba	500.0	524.0	.0	524.0	500.	270.	AG	1178.	5.1	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	947.	5.1	.0	92.0		
9. nbq	524.0	464.0	524.0	431.5	32.	180.	AG	30.	100.0	.0	48.0	.30	1.6
10. sbq	476.0	548.0	476.0	592.3	44.	360.	AG	30.	100.0	.0	92.0	.41	2.3
11. ebq	452.0	482.0	419.7	482.0	32.	270.	AG	27.	100.0	.0	48.0	.29	1.6
12. wbq	548.0	524.0	591.4	524.0	43.	90.	AG	27.	100.0	.0	48.0	.39	2.2

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	30	3.0	795	1600	5.62	3	3
10. sbq	60	30	3.0	1082	1600	5.62	3	3
11. ebq	60	27	3.0	877	1600	5.62	3	3
12. wbq	60	27	3.0	1178	1600	5.62	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	558.0	558.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\Documents and Settings\VACAex RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.8	.5
10.	.5	.1	.9	.4
20.	.6	.0	.8	.1
30.	.4	.0	.6	.1
40.	.4	.0	.6	.1
50.	.4	.0	.7	.2
60.	.4	.0	.5	.2
70.	.5	.0	.5	.2
80.	.5	.0	.6	.3
90.	.5	.0	.6	.3
100.	.7	.1	.5	.2
110.	.6	.2	.4	.1
120.	.6	.2	.3	.0
130.	.7	.1	.3	.0
140.	.9	.2	.3	.0
150.	.7	.2	.4	.0
160.	.8	.2	.4	.0
170.	.9	.4	.5	.1
180.	.8	.5	.4	.2
190.	.6	.7	.2	.5
200.	.5	.5	.1	.4
210.	.4	.5	.0	.4
220.	.4	.5	.0	.3
230.	.5	.6	.0	.3
240.	.6	.5	.0	.3
250.	.8	.8	.1	.4
260.	.8	1.0	.2	.5
270.	.7	.8	.4	.8
280.	.3	.5	.7	1.0
290.	.1	.2	.6	.8
300.	.0	.2	.6	.8
310.	.0	.2	.4	.6
320.	.0	.4	.4	.6
330.	.0	.4	.4	.5
340.	.1	.5	.5	.6
350.	.1	.4	.6	.7
360.	.3	.3	.8	.5
MAX	.9	1.0	.9	1.0
DEGR.	140	260	10	280

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC2 .

JOB: C:\Documents and Settings\VACAa1 RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 10: 5:44

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360. AG	1006.	1.2	.0	92.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360. AG	1124.	1.2	.0	92.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1361.	1.2	.0	92.0		
4. sbd	476.0	500.0	476.0	.0	500.	180. AG	1521.	1.2	.0	92.0		
5. eba	.0	482.0	500.0	482.0	500.	90. AG	1088.	1.2	.0	92.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90. AG	1097.	1.2	.0	92.0		
7. wba	500.0	524.0	.0	524.0	500.	270. AG	1461.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270. AG	1174.	1.2	.0	92.0		
9. nbq	524.0	464.0	524.0	422.8	41.	180. AG	33.	100.0	.0	48.0	.38	2.1
10. sbq	476.0	548.0	476.0	603.8	56.	360. AG	33.	100.0	.0	92.0	.51	2.8
11. ebq	452.0	482.0	411.8	482.0	40.	270. AG	30.	100.0	.0	48.0	.36	2.0
12. wbq	548.0	524.0	601.9	524.0	54.	90. AG	30.	100.0	.0	48.0	.49	2.7

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	30	3.0	1006	1600	6.12	3	3
10. sbq	60	30	3.0	1361	1600	6.12	3	3
11. ebq	60	27	3.0	1088	1600	6.12	3	3
12. wbq	60	27	3.0	1461	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	558.0	558.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\Documents and Settings\VACAa1 RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.1	.2	.2
10.	.2	.0	.2	.1
20.	.2	.0	.1	.1
30.	.2	.0	.0	.0
40.	.2	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.0	.1
70.	.1	.0	.0	.1
80.	.1	.0	.1	.1
90.	.1	.0	.2	.1
100.	.1	.0	.1	.0
110.	.0	.0	.0	.0
120.	.0	.1	.1	.0
130.	.0	.1	.1	.0
140.	.1	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.1	.1	.1	.0
180.	.2	.2	.1	.1
190.	.1	.3	.0	.1
200.	.0	.1	.0	.2
210.	.1	.1	.0	.2
220.	.1	.0	.0	.0
230.	.1	.0	.0	.1
240.	.2	.0	.0	.1
250.	.2	.1	.0	.1
260.	.2	.2	.0	.1
270.	.2	.3	.1	.2
280.	.0	.1	.2	.4
290.	.0	.1	.3	.2
300.	.0	.0	.2	.0
310.	.0	.0	.2	.0
320.	.0	.0	.1	.0
330.	.0	.2	.1	.0
340.	.0	.2	.1	.1
350.	.1	.1	.1	.2
360.	.2	.1	.2	.2
MAX	.2	.3	.3	.4
DEGR.	0	190	290	280

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC4 .

JOB: C:\Documents and Settings\VACAa2 RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 10:12: 0

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360. AG	1006.	1.2	.0	92.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360. AG	1124.	1.2	.0	92.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1341.	1.2	.0	92.0		
4. sbd	476.0	500.0	476.0	.0	500.	180. AG	1501.	1.2	.0	92.0		
5. eba	.0	482.0	500.0	482.0	500.	90. AG	1088.	1.2	.0	92.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90. AG	1097.	1.2	.0	92.0		
7. wba	500.0	524.0	.0	524.0	500.	270. AG	1461.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270. AG	1174.	1.2	.0	92.0		
9. nbq	524.0	464.0	524.0	422.8	41.	180. AG	33.	100.0	.0	48.0	.38	2.1
10. sbq	476.0	548.0	476.0	603.0	55.	360. AG	33.	100.0	.0	92.0	.50	2.8
11. ebq	452.0	482.0	411.8	482.0	40.	270. AG	30.	100.0	.0	48.0	.36	2.0
12. wbq	548.0	524.0	601.9	524.0	54.	90. AG	30.	100.0	.0	48.0	.49	2.7

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	30	3.0	1006	1600	6.12	3	3
10. sbq	60	30	3.0	1341	1600	6.12	3	3
11. ebq	60	27	3.0	1088	1600	6.12	3	3
12. wbq	60	27	3.0	1461	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	558.0	558.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\Documents and Settings\VACAa2 RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.1	.2	.2
10.	.2	.0	.2	.1
20.	.2	.0	.1	.1
30.	.2	.0	.0	.0
40.	.2	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.0	.1
70.	.1	.0	.0	.1
80.	.1	.0	.1	.1
90.	.1	.0	.2	.1
100.	.1	.0	.1	.0
110.	.0	.0	.0	.0
120.	.0	.1	.1	.0
130.	.0	.1	.1	.0
140.	.1	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.1	.1	.1	.0
180.	.2	.2	.1	.1
190.	.1	.3	.0	.1
200.	.0	.1	.0	.2
210.	.1	.1	.0	.2
220.	.1	.0	.0	.0
230.	.1	.0	.0	.1
240.	.2	.0	.0	.1
250.	.2	.1	.0	.1
260.	.2	.2	.0	.1
270.	.2	.3	.1	.2
280.	.0	.1	.2	.4
290.	.0	.1	.3	.2
300.	.0	.0	.2	.0
310.	.0	.0	.2	.0
320.	.0	.0	.1	.0
330.	.0	.1	.1	.0
340.	.0	.2	.1	.1
350.	.1	.1	.1	.2
360.	.2	.1	.2	.2
MAX	.2	.3	.3	.4
DEGR.	0	190	290	280

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC4 .

JOB: C:\Documents and Settings\VACAa3 RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 10:17:34

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360.	AG	1026.	1.2	.0	92.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	1144.	1.2	.0	92.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1381.	1.2	.0	92.0		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1541.	1.2	.0	92.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	1088.	1.2	.0	92.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1097.	1.2	.0	92.0		
7. wba	500.0	524.0	.0	524.0	500.	270.	AG	1461.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1174.	1.2	.0	92.0		
9. nbq	524.0	464.0	524.0	423.4	41.	180.	AG	32.	100.0	.0	48.0	.37	2.1
10. sbq	476.0	548.0	476.0	602.7	55.	360.	AG	32.	100.0	.0	92.0	.50	2.8
11. ebq	452.0	482.0	410.4	482.0	42.	270.	AG	31.	100.0	.0	48.0	.38	2.1
12. wbq	548.0	524.0	603.9	524.0	56.	90.	AG	31.	100.0	.0	48.0	.51	2.8

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1026	1600	6.12	3	3
10. sbq	60	29	3.0	1381	1600	6.12	3	3
11. ebq	60	28	3.0	1088	1600	6.12	3	3
12. wbq	60	28	3.0	1461	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	558.0	558.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\Documents and Settings\VACAa3 RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.1	.2	.2
10.	.2	.0	.2	.1
20.	.2	.0	.2	.1
30.	.2	.0	.0	.0
40.	.2	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.0	.1
70.	.1	.0	.0	.1
80.	.1	.0	.1	.1
90.	.1	.0	.2	.1
100.	.1	.0	.1	.0
110.	.0	.0	.1	.0
120.	.0	.1	.1	.0
130.	.0	.1	.1	.0
140.	.1	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.1	.1	.1	.0
180.	.2	.2	.1	.1
190.	.1	.3	.0	.1
200.	.0	.1	.0	.2
210.	.1	.1	.0	.2
220.	.1	.0	.0	.1
230.	.1	.0	.0	.1
240.	.2	.0	.0	.1
250.	.2	.1	.0	.1
260.	.2	.2	.0	.1
270.	.2	.3	.1	.2
280.	.0	.1	.2	.4
290.	.0	.1	.3	.2
300.	.0	.0	.3	.0
310.	.0	.0	.2	.0
320.	.0	.0	.1	.0
330.	.0	.2	.1	.0
340.	.0	.2	.1	.1
350.	.0	.1	.1	.2
360.	.2	.1	.2	.2
MAX	.2	.3	.3	.4
DEGR.	0	190	290	280

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC4 .

JOB: C:\Documents and Settings\VACAa4 RUN: CAL3QHC RUN

DATE : 11/26/ 7
TIME : 10:22: 0

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	.0	524.0	500.0	500.	360. AG	926.	1.2	.0	92.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360. AG	1044.	1.2	.0	92.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1381.	1.2	.0	92.0		
4. sbd	476.0	500.0	476.0	.0	500.	180. AG	1541.	1.2	.0	92.0		
5. eba	.0	482.0	500.0	482.0	500.	90. AG	1088.	1.2	.0	92.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90. AG	1097.	1.2	.0	92.0		
7. wba	500.0	524.0	.0	524.0	500.	270. AG	1461.	1.2	.0	92.0		
8. wbd	500.0	524.0	.0	524.0	500.	270. AG	1174.	1.2	.0	92.0		
9. nbq	524.0	464.0	524.0	427.4	37.	180. AG	32.	100.0	.0	48.0	.33	1.9
10. sbq	476.0	548.0	476.0	602.7	55.	360. AG	32.	100.0	.0	92.0	.50	2.8
11. ebq	452.0	482.0	410.4	482.0	42.	270. AG	31.	100.0	.0	48.0	.38	2.1
12. wbq	548.0	524.0	603.9	524.0	56.	90. AG	31.	100.0	.0	48.0	.51	2.8

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	926	1600	6.12	3	3
10. sbq	60	29	3.0	1381	1600	6.12	3	3
11. ebq	60	28	3.0	1088	1600	6.12	3	3
12. wbq	60	28	3.0	1461	1600	6.12	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	558.0	558.0	6.0
3. sw 10 ft	442.0	454.0	6.0
4. se 10 ft	558.0	454.0	6.0

JOB: C:\Documents and Settings\VACAa4 RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.1	.2	.2
10.	.2	.0	.2	.1
20.	.2	.0	.2	.1
30.	.2	.0	.0	.0
40.	.2	.0	.0	.0
50.	.1	.0	.0	.0
60.	.1	.0	.0	.1
70.	.1	.0	.0	.1
80.	.1	.0	.1	.1
90.	.1	.0	.2	.1
100.	.1	.0	.1	.0
110.	.0	.0	.1	.0
120.	.0	.1	.1	.0
130.	.0	.1	.1	.0
140.	.1	.1	.1	.0
150.	.0	.1	.1	.0
160.	.1	.1	.1	.0
170.	.1	.1	.1	.0
180.	.2	.2	.1	.1
190.	.1	.3	.0	.1
200.	.0	.1	.0	.2
210.	.1	.1	.0	.1
220.	.1	.0	.0	.1
230.	.1	.0	.0	.1
240.	.2	.0	.0	.1
250.	.2	.1	.0	.1
260.	.2	.2	.0	.1
270.	.2	.3	.1	.2
280.	.0	.1	.2	.4
290.	.0	.1	.3	.2
300.	.0	.0	.3	.0
310.	.0	.0	.2	.0
320.	.0	.0	.1	.0
330.	.0	.2	.1	.0
340.	.0	.2	.1	.1
350.	.0	.1	.1	.2
360.	.2	.1	.2	.2
MAX	.2	.3	.3	.4
DEGR.	0	190	290	280

THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC4 .

Construction Emission Calculations and Output Files

2010 EMFAC2007 RATES (grams per mile)					
Vehicle Type	**CO**	**ROG**	**NO_2**	**SO_2**	**PM_{10}**
Haul Truck @ 5 MPH	27.455	13.884	37.237	0.036	2.548
Haul Truck @ 30 MPH	7.363	1.364	14.882	0.018	0.567
Worker Vehicle @30 MPH	2.468	0.101	0.213	0.003	0.01
Assumptions:					
Construction Year	2010				
Season	Annual				
Temperature	63°F				

EQUIPMENT EMISSION FACTORS (pounds per hour)					
	CO	**ROG**	**NO_X**	**SO_X**	**PM_{10}**
Equipment	0.4108	0.1056	1.0117	0.0013	0.0442
Source: CARB Off-Road Emission Factors					

PAVED ROAD PM10 EMISSIONS (per VMT)		
	PM^{10} / VMT	
Road Type	**Worker Vehicle**	**Haul Truck**
Local Street	0.018000	0.213958299
Major Street/Highway	0.006400	0.149095835
Freeway	0.000650	0.062170612
Composite Factor**	**0.004110**	**0.094734426**
Source: Tables A9-9-B-1 and **A9-9-C**, SCAQMD CEQA Handbook ****Note:** Weighted average based on travel characteristics		

HAUL TRUCK ON UNPAVED SURFACE EMISSIONS
FORMULA:
E = V x F
WHERE:
E = Emissions
V = Vehicle Miles of Travel
F = Emissions Factor (2.1)(G/12)(H/30)((J/3)^0.7)((I/4)^0.5)((365-K)/365)
VARIABLES
G = Surface silt loading in percent
H = Mean vehicle speed in miles per hour
I = Mean number of wheels on vehicles
J = Mean vehicle weight in tons
K = Mean number of days per year with at least 0.01 inches of precipitation
EMISSIONS FACTOR = 9.87 pounds per vehicle miles traveled
Source: Table A9-9-D, SCAQMD CEQA Handbook

Canoga Orange Line Expansion

EQUIPMENT				Equipment Emissions (ppd)					
Construction Phase	Hours in Work Day	# Equipment	Total Equipments	CO	ROG	NOX	SOX	PM10	PM2.5
General Construction Activity	10	7	7	28.76	7.39	70.82	0.09	3.09	0.64

WORKER VEHICLES					Worker Vehicle Emissions (ppd)					
Construction Phase	# of Workers	Round Trip Length	# Worker Vehicle @ 1.1 AVR	Total VMT/Day	CO	ROG	NOX	SOX	PM10	PM2.5
General Construction Activity	50	13.3	45.45	604.55	3.29	0.13	0.28	0.004	0.013	0.01

HAUL TRUCKS						Haul Truck Emissions (ppd)					
Construction Phase	Debris / Pavement / Concrete per Day (cy/day)	# of Haul Loads per Day (20 cy/load)	# of Haul Loads per Hour	Haul Truck Round Trip Length	Haul Truck VMT/day	CO	ROG	NOX	SOX	PM10	PM2.5
General Construction Activity	900.00	50	5.0	20	100	6.05	3.06	8.20	0.01	0.56	0.52

Dirt Piling/Material Handling							
Construction Phase	Tons of Dirt/Day	Pounds of Dirt/day	(G/5)^1.3, G=Wind Speed	(H/2)^1.4, H=Moisture Content	PM10 Emissions	(H/2)^1.4, H=Moisture Content	PM2.5 Emissions
General Construction Activity	2,300	4,600,000	0.54	6.36	0.08	-	0.02

Truck Loading/Unloading				
Construction Phase	Daily Volume (cy Debris/day)	Daily Volume (tons debris/day)	PM10 Emissions	PM2.5 Emissions
General Construction Activity	900.00	1,125.00	9.67	2.01

Trucks on Unpaved Surfaces			
Length of Unpaved Site (miles)	VMT on Unpaved Site	PM10 Emissions	PM2.5 Emissions
0.2	10.00	38.50	8.01

TOTAL EMISSIONS						
Construction Phase	CO	ROG	NOX	SOX	PM10	PM2.5
General Construction Activity	38.09	10.58	79.30	0.10	51.92	11.21

NOTES:	
Average Wind Speed (mph)	3.10
Moisture Content	7.5%
Dirt Weight	2,000
Silt Content	10%

Title : South Coast Air Basin Avg Annual CYr 2010 Default Title
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/11/27 16:11:18
Scen Year: 2010 -- All model years in the range 1966 to 2010 selected
Season : Annual
Area : South Coast

****

Year:
Emfac2007 Emission Factors: V2.3 Nov 1 2006

South Coast

Pollutant Name: Total Organic Gases

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	96.744	18.767	13.606	13.884
30	17.705	3.441	1.263	1.364

Pollutant Name: Carbon Monoxide

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	2348.845	175.053	19.223	27.455
30	530.691	39.551	5.552	7.363

Pollutant Name: Oxides of Nitrogen

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	16.373	8.574	38.449	37.237
30	20.523	10.747	15.049	14.882

Pollutant Name: Carbon Dioxide

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	2513.51	2513.51	3845.36	3791.043
30	567.895	567.895	1924.234	1868.918

Pollutant Name: Sulfur Dioxide

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	0.062	0.027	0.037	0.036
30	0.014	0.006	0.018	0.018

Pollutant Name: PM10

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	0.101	0.104	2.651	2.548
30	0.019	0.019	0.59	0.567

Pollutant Name: PM10 - Tire Wear

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	0.012	0.012	0.036	0.035
30	0.012	0.012	0.036	0.035

Pollutant Name: PM10 - Break Wear

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	0.028	0.028	0.028	0.028
30	0.028	0.028	0.028	0.028

Pollutant Name: Gasoline - mi/gal

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	1.364	3.115	0	3.078
30	6.091	13.839	0	13.675

Pollutant Name: Diesel - mi/gal

Speed MPH	HHD NCAT	HHD CAT	HHD DSL	HHD ALL
5	0	0	2.621	2.621
30	0	0	5.238	5.238

Operational Emission Calculations and Output Files

Operational Emissions

	Emission Factors (grams/mile)					
Vehcile	**VOC**	**CO**	**NO_X**	**SO_X**	**$PM_{2.5}$**	**PM_{10}**
Auto[1]	0.022	0.717	0.049	0.004	0.014	0.015
Bus[2]	0.82	8.20	4.92	-	0.040	0.041

			Regional Operational Emissions (pounds/day)					
Scenario	Auto VMT[3]	Bus VMT[3]	VOC	CO	NO_X	SO_X	$PM_{2.5}$	PM_{10}
Alt 1 v. Alt 2	-7,562	761	1	2	7	-0.067	-0.17	-0.18
Alt 1 v. Alt 3	-91,271	2,889	1	-92	21	-0.80	-2.57	-2.76
Alt 1 v. Alt 4	-131,242	2,889	-1	-155	17	-1.16	-3.80	-4.08

1 Auto emission factors obtained from EMFAC2007.
2 CNG emission factors obtained from CARB.
3 Vehicle miles traveled obtained from Iteris.

GHG Emissions

Emission Factors (grams/mile)		
Auto[1]		**Bus[2]**
CO_2	CH_4	CO_2 eq.
330.137	0.007	3,275

Scenario	Auto VMT[3]	Bus VMT[3]	GHG Emissions (tons/year)
Alt 1 v. Alt 2	-7,562	761	-2
Alt 1 v. Alt 3	-91,271	2,889	-8,322
Alt 1 v. Alt 4	-131,242	2,889	-13,634

1 Auto emission factors obtained from EMFAC2007.
2 CNG bus emission factors obtained from CARB.
3 Vehicle miles traveled obtained from Iteris.

SCAQMD Rule 403

(Adopted May 7, 1976) (Amended November 6, 1992)
(Amended July 9, 1993) (Amended February 14, 1997)
(Amended December 11, 1998)(Amended April 2, 2004)
(Amended June 3, 2005)

RULE 403. FUGITIVE DUST

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

(1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.

(2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.

(3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.

(4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.

(5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

(6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.

(7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.

(8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.

(9) COMMERCIAL POULTRY RANCH means any building, structure, enclosure, or premises where more than 100 fowl are kept or maintained for the primary purpose of producing eggs or meat for sale or other distribution.

(10) CONFINED ANIMAL FACILITY means a source or group of sources of air pollution at an agricultural source for the raising of 3,360 or more fowl or 50 or more animals, including but not limited to, any structure, building, installation, farm, corral, coop, feed storage area, milking parlor, or system for the collection, storage, or distribution of solid and liquid manure; if domesticated animals, including horses, sheep, goats, swine, beef cattle, rabbits, chickens, turkeys, or ducks are corralled, penned, or otherwise caused to remain in restricted areas for commercial agricultural purposes and feeding is by means other than grazing.

(11) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.

(12) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.

(13) DAIRY FARM is an operation on a property, or set of properties that are contiguous or separated only by a public right-of-way, that raises cows or

produces milk from cows for the purpose of making a profit or for a livelihood. Heifer and calf farms are dairy farms.

(14) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:

(A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;

(B) been paved or otherwise covered by a permanent structure; or

(C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.

(15) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

(16) EARTH-MOVING ACTIVITIES means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.

(17) DUST CONTROL SUPERVISOR means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.

(18) FUGITIVE DUST means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

(19) HIGH WIND CONDITIONS means that instantaneous wind speeds exceed 25 miles per hour.

(20) INACTIVE DISTURBED SURFACE AREA means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.

(21) LARGE OPERATIONS means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic

meters (5,000 cubic yards) or more three times during the most recent 365-day period.

(22) OPEN STORAGE PILE is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.

(23) PARTICULATE MATTER means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.

(24) PAVED ROAD means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

(25) PM_{10} means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.

(26) PROPERTY LINE means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.

(27) RULE 403 IMPLEMENTATION HANDBOOK means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.

(28) SERVICE ROADS are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.

(29) SIMULTANEOUS SAMPLING means the operation of two PM_{10} samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.

(30) SOUTH COAST AIR BASIN means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange

County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.

(31) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.

(32) TRACK-OUT means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(33) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.

(34) UNPAVED ROADS means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.

(35) VISIBLE ROADWAY DUST means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(36) WIND-DRIVEN FUGITIVE DUST means visible emissions from any disturbed surface area which is generated by wind action alone.

(37) WIND GUST is the maximum instantaneous wind speed as measured by an anemometer.

(d) Requirements

(1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:

(A) the dust remains visible in the atmosphere beyond the property line of the emission source; or

(B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

(2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

(3) No person shall cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent method for PM_{10} monitoring. If sampling is conducted, samplers shall be:

(A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM_{10}.

(B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.

(4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(5) No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.

(A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.

(B) Pave the surface extending at least 100 feet and at least 20 feet wide.

(C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

(6) Beginning January 1, 2006, any person who operates or authorizes the operation of a confined animal facility subject to this Rule shall implement the applicable conservation management practices specified in Table 4 of this Rule.

(e) Additional Requirements for Large Operations

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implement the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards can not be met through use of Table 2 actions; and shall:

(A) submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying as a large operation;

(B) include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;

(E) identify a dust control supervisor that:

(i) is employed by or contracted with the property owner or developer;

(ii) is on the site or available on-site within 30 minutes during working hours;

(iii) has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and

(F) notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

(f) Compliance Schedule

The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation

Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.

(g) Exemptions

(1) The provisions of this Rule shall not apply to:

(A) Dairy farms.

(B) Confined animal facilities provided that the combined disturbed surface area within one continuous property line is one acre or less.

(C) Agricultural vegetative crop operations provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.

(D) Agricultural vegetative crop operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Agricultural Handbook;

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(E) Agricultural vegetative crop operations outside the South Coast Air Basin whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(F) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.

(G) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.

(H) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.

(I) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.

(J) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

(i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and

(ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities, and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.

(K) sandblasting operations.

(2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:

(A) When wind gusts exceed 25 miles per hour, provided that:

(i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;

(ii) records are maintained in accordance with subparagraph (e)(1)(C).

(B) To unpaved roads, provided such roads:

(i) are used solely for the maintenance of wind-generating equipment; or

(ii) are unpaved public alleys as defined in Rule 1186; or

(iii) are service roads that meet all of the following criteria:

(a) are less than 50 feet in width at all points along the road;

(b) are within 25 feet of the property line; and

(c) have a traffic volume less than 20 vehicle-trips per day.

(C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

(3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.

(4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:

(A) Blasting operations which have been permitted by the California Division of Industrial Safety; and

(B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.

(5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for

each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).

(6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.

(7) The provisions of subdivision (e) shall not apply to:

(A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.

(B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.

(C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.

(8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

(h) Fees

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM_{10} pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration ✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	✓ Limit vehicular traffic and disturbances on soils where possible ✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	✓ Grade each project phase separately, timed to coincide with construction phase ✓ Upwind fencing can prevent material movement on site ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	✓ Use tarps or other suitable enclosures on haul trucks ✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage ✓ Comply with track-out prevention/mitigation requirements ✓ Provide water while loading and unloading to reduce visible dust plumes
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs ✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure		Guidance
Unpaved roads/parking lots	19-1	Stabilize soils to meet the applicable performance standards; and	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
	19-2	Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	
Vacant land	20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

Table 2
DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY		CONTROL ACTIONS
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
	(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving: Construction cut areas and mining operations:	(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c)	Apply chemical stabilizers within five working days of grading completion; OR
	(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
	(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE 3
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Table 4
(Conservation Management Practices for Confined Animal Facilities)

SOURCE CATEGORY	CONSERVATION MANAGEMENT PRACTICES
Manure Handling **(Only applicable to Commercial Poultry Ranches)**	(1a) Cover manure prior to removing material off-site; AND (1b) Spread the manure before 11:00 AM and when wind conditions are less than 25 miles per hour; AND (1c) Utilize coning and drying manure management by removing manure at laying hen houses at least twice per year and maintain a base of no less than 6 inches of dry manure after clean out; or in lieu of complying with conservation management practice (1c), comply with conservation management practice (1d). (1d) Utilize frequent manure removal by removing the manure from laying hen houses at least every seven days and immediately thin bed dry the material.
Feedstock Handling	(2a) Utilize a sock or boot on the feed truck auger when filling feed storage bins.
Disturbed Surfaces	(3a) Maintain at least 70 percent vegetative cover on vacant portions of the facility; OR (3b) Utilize conservation tillage practices to manage the amount, orientation and distribution of crop and other plant residues on the soil surface year-round, while growing crops (if applicable) in narrow slots or tilled strips; OR (3c) Apply dust suppressants in sufficient concentrations and frequencies to maintain a stabilized surface.
Unpaved Roads	(4a) Restrict access to private unpaved roads either through signage or physical access restrictions and control vehicular speeds to no more than 15 miles per hour through worker notifications, signage, or any other necessary means; OR (4b) Cover frequently traveled unpaved roads with low silt content material (i.e., asphalt, concrete, recycled road base, or gravel to a minimum depth of four inches); OR (4c) Treat unpaved roads with water, mulch, chemical dust suppressants or other cover to maintain a stabilized surface.
Equipment Parking Areas	(5a) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (5b) Apply material with low silt content (i.e., asphalt, concrete, recycled road base, or gravel to a depth of four inches).

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix F

Noise

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

Construction Noise Calculations

ON-STREET - UNMITIGATED

Reference Noise Distance	**50**
Reference Noise Level	**89**

Sensitive Receptor	Distance (feet)	Attenuation Factors	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, Leq)	New Ambient (dBA, Leq)	Increase
Archstone Warner Center Apts	370	0	**71.6**	**66.6**	**72.8**	**6.2**
New Academy School	25	8	**87.0**	**75.4**	**87.3**	**11.9**
Los Angeles County Mental Health	15	0	**99.5**	**75.4**	**99.5**	**24.1**
Single-Family homes north of Roscoe Blvd	90	0	**83.9**	**69.7**	**84.1**	**14.4**
Single- and multi-family homes south of Parthenia	105	0	**82.6**	**68.2**	**82.7**	**14.5**
Riviera Mobile Estates	50	0	**89.0**	**69.5**	**89.0**	**19.5**
Eton Mobile Home Park	50	0	**89.0**	**69.5**	**89.0**	**19.5**
Canoga Mobile Estates	35	0	**92.1**	**71.9**	**92.1**	**20.2**
OPTION 1						
Sunburst Mobile Home Park	140	0	**80.1**	**65.4**	**80.2**	**14.8**
Apartments North of Lassen	890	0	**64.0**	**73.5**	**74.0**	**0.5**
OPTION 2						
Sunburst Mobile Home Park	110	0	**82.2**	**65.4**	**82.2**	**16.8**
Apartments North of Lassen	90	0	**83.9**	**73.5**	**84.3**	**10.8**
OPTION 3						
Sunburst Mobile Home Park	110	0	**82.2**	**65.4**	**82.2**	**16.8**
Apartments North of Lassen	240	0	**75.4**	**73.5**	**77.5**	**4.0**

ON-STREET - MITIGATED

Reference Noise Distance	**50**
Reference Noise Level	**89**

Sensitive Receptor	Distance (feet)	Mitigation Factors	Attenuation Factors	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, Leq)	New Ambient (dBA, Leq)	Increase
Archstone Warner Center Apts	370	8	0	**63.6**	**66.6**	**68.4**	**1.8**
New Academy School	25	8	8	**79.0**	**75.4**	**80.6**	**5.2**
Los Angeles County Mental Health	15	8	0	**91.5**	**75.4**	**91.6**	**16.2**
Single-Family homes north of Roscoe Blvd	90	8	0	**75.9**	**69.7**	**76.8**	**7.1**
Single- and multi-family homes south of Parthenia	105	8	0	**74.6**	**68.2**	**75.5**	**7.3**
Riviera Mobile Estates	50	8	0	**81.0**	**69.5**	**81.3**	**11.8**
Eton Mobile Home Park	50	8	0	**81.0**	**69.5**	**81.3**	**11.8**
Canoga Mobile Estates	35	8	0	**84.1**	**71.9**	**84.4**	**12.5**
OPTION 1							
Sunburst Mobile Home Park	140	8	0	**72.1**	**65.4**	**72.9**	**7.5**
Apartments North of Lassen	890	8	0	**56.0**	**73.5**	**73.6**	**0.1**
OPTION 2							
Sunburst Mobile Home Park	110	8	0	**74.2**	**65.4**	**74.7**	**9.3**
Apartments North of Lassen	90	8	0	**75.9**	**73.5**	**77.9**	**4.4**
OPTION 3							
Sunburst Mobile Home Park	110	8	0	**74.2**	**65.4**	**74.7**	**9.3**
Apartments North of Lassen	240	8	0	**67.4**	**73.5**	**74.4**	**0.9**

BUSWAY - UNMITIGATED

Reference Noise Distance	**50**
Reference Noise Level	**89**

Sensitive Receptor	Distance (feet)	Attenuation Factors	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, Leq)	New Ambient (dBA, Leq)	Increase
Archstone Warner Center Apts	40	0	90.9	66.6	91.0	24.4
New Academy School	80	8	76.9	75.4	79.2	3.8
Los Angeles County Mental Health	120	0	81.4	75.4	82.4	7.0
Single-Family homes north of Roscoe Blvd	30	0	93.4	69.7	93.5	23.8
Single- and multi-family homes south of Parthenia	70	0	86.1	68.2	86.1	17.9
Riviera Mobile Estates	25	0	95.0	69.5	95.0	25.5
Eton Mobile Home Park	25	0	95.0	69.5	95.0	25.5
Canoga Mobile Estates	90	0	83.9	71.9	84.2	12.3
OPTION 1						
Sunburst Mobile Home Park	330	0	72.6	65.4	73.4	8.0
Apartments North of Lassen	2900	0	53.7	73.5	73.5	0.0
OPTION 2						
Sunburst Mobile Home Park	90	0	83.9	65.4	84.0	18.6
Apartments North of Lassen	90	0	83.9	73.5	84.3	10.8
OPTION 2A						
Sunburst Mobile Home Park	90	0	83.9	65.4	84.0	18.6
Apartments North of Lassen	90	0	83.9	73.5	84.3	10.8
OPTION 3						
Sunburst Mobile Home Park	90	0	83.9	65.4	84.0	18.6
Apartments North of Lassen	200	0	77.0	73.5	78.6	5.1
OPTION 3A						
Sunburst Mobile Home Park	90	0	83.9	65.4	84.0	18.6
Apartments North of Lassen	200	0	77.0	73.5	78.6	5.1
OPTION 4						
Sunburst Mobile Home Park	30	0	93.4	65.4	93.4	28.0
Apartments North of Lassen	450	0	69.9	73.5	75.1	1.6
OPTION 4A						
Sunburst Mobile Home Park	30	0	93.4	65.4	93.4	28.0
Apartments North of Lassen	340	0	72.3	73.5	76.0	2.5
OPTION 5						
Sunburst Mobile Home Park	100	0	83.0	65.4	83.1	17.7
Apartments North of Lassen	340	0	72.3	73.5	76.0	2.5

BUSWAY - MITIGATED

Reference Noise Distance	**50**
Reference Noise Level	**89**

Sensitive Receptor	Distance (feet)	Mitigation Factors	Attenuation Factors	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, Leq)	New Ambient (dBA, Leq)	Increase
Archstone Warner Center Apts	40	8	0	**82.9**	**66.6**	**83.0**	**16.4**
New Academy School	80	8	8	**68.9**	**75.4**	**76.3**	**0.9**
Los Angeles County Mental Health	120	8	0	**73.4**	**75.4**	**77.5**	**2.1**
Single-Family homes north of Roscoe Blvd	30	8	0	**85.4**	**69.7**	**85.6**	**15.9**
Single- and multi-family homes south of Parthenia	70	8	0	**78.1**	**68.2**	**78.5**	**10.3**
Riviera Mobile Estates	25	8	0	**87.0**	**69.5**	**87.1**	**17.6**
Eton Mobile Home Park	25	8	0	**87.0**	**69.5**	**87.1**	**17.6**
Canoga Mobile Estates	90	8	0	**75.9**	**71.9**	**77.4**	**5.5**
OPTION 1							
Sunburst Mobile Home Park	330	8	0	**64.6**	**65.4**	**68.0**	**2.6**
Apartments North of Lassen	2900	8	0	**45.7**	**73.5**	**73.5**	**0.0**
OPTION 2							
Sunburst Mobile Home Park	90	8	0	**75.9**	**65.4**	**76.3**	**10.9**
Apartments North of Lassen	90	8	0	**75.9**	**73.5**	**77.9**	**4.4**
OPTION 2A							
Sunburst Mobile Home Park	90	8	0	**75.9**	**65.4**	**76.3**	**10.9**
Apartments North of Lassen	90	8	0	**75.9**	**73.5**	**77.9**	**4.4**
OPTION 3							
Sunburst Mobile Home Park	90	8	0	**75.9**	**65.4**	**76.3**	**10.9**
Apartments North of Lassen	200	8	0	**69.0**	**73.5**	**74.8**	**1.3**
OPTION 3A							
Sunburst Mobile Home Park	90	8	0	**75.9**	**65.4**	**76.3**	**10.9**
Apartments North of Lassen	200	8	0	**69.0**	**73.5**	**74.8**	**1.3**
OPTION 4							
Sunburst Mobile Home Park	30	8	0	**85.4**	**65.4**	**85.5**	**20.1**
Apartments North of Lassen	450	8	0	**61.9**	**73.5**	**73.8**	**0.3**
OPTION 4A							
Sunburst Mobile Home Park	30	8	0	**85.4**	**65.4**	**85.5**	**20.1**
Apartments North of Lassen	340	8	0	**64.3**	**73.5**	**74.0**	**0.5**
OPTION 5							
Sunburst Mobile Home Park	100	8	0	**75.0**	**65.4**	**75.4**	**10.0**
Apartments North of Lassen	340	8	0	**64.3**	**73.5**	**74.0**	**0.5**

Park-and-Ride Noise Calculations

Federal Transit Adminstration
General Transit Noise Assessment
Case: Park-and-Ride

RESULTS			
Noise Source	**Ldn (dB)**	**Leq - daytime (dB)**	**Leq - nighttime (dB)**
All Sources	42	38	35
Source 1	42	38	35
Source 2	0	0	0
Source 3	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for each noise source below - see reference list for source numbers.

NOISE SOURCE PARAMETERS						
Parameter	**Source 1**		**Source 2**		**Source 3**	
Source Num.	Park & Ride Lot	18				
Dist. to receiver	distance (ft)	350				
Daytime Hours (7 AM - 10 PM)	autos/hour buses/hour	480				
Nighttime Hours (10 PM - 7 AM)	autos/hour buses/hour	240				
Jointed Track?		no				
Embedded Track?		no				
Aerial Structure?		no				
Barrier Present?	Y/N	N				
Intervening Rows of Buildings	number	0				

SOURCE REFERENCE LIST	
Source	**Number**
Electric Loco.	1
Diesel Loco.	2
Comm. Rail Cars	3
RRT/LRT	4
AGT, Steel Wheel	5
AGT, Rubber Tire	6
Monorail	7
Maglev	8
Automobiles	9
City Buses	10
Commuter Buses	11
Rail Yard or Shop	12
Layover Tracks	13
Bus Storage Yard	14
Bus Op. Facility	15
Bus Transit Center	16
Parking Garage	17
Park & Ride Lot	18

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix G

Hazardous Materials - Environmental Site Assessment

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

A Report Prepared for:

Iteris
707 Wilshire Boulevard
Suite 4810
Los Angeles, CA 90017

PHASE I ENVIRONMENTAL SITE ASSESSMENT
NORTHERN/CANOGA EXTENSION OF THE METRO ORANGE LINE
LOS ANGELES COUNTY, CALIFORNIA

Project No. 2007-018

by

_____
Gary Gilbert
Civil Engineer 62781

_____
Gary J. Halbert
Certified Engineering Geologist 1318

Diaz•Yourman & Associates
1616 East 17th Street
Santa Ana, CA 92705
(714) 245-2920

February 15, 2008

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LIST OF ABBREVIATIONS

AAI - All appropriate inquiry

AC - Asphalt Concrete

ACM - Asbestos-Containing Materials

ADL - Aerially Deposited Lead

AST - Above-Ground Storage Tank

ASTM - American Society for Testing and Materials

AWP - DTSC annual work plan

BEP - DTSC Bond Expenditure Plan

bgs - below the ground surface

BTEX - benzene, toluene, ethyl benzene, and xylene

CA FID - California WQCB Facility Index

CDMG - California Division of Mines and Geology

CEG - Certified Engineering Geologist

CERCLIS - Comprehensive Environmental Response, Compensation and Liability Information System

CO_2 - carbon dioxide

CPT - cone penetration test.

CEQA - California Environmental Quality Act

CORRACTS - Corrective Action Tracking System

DOGGR - Division of Oil, Gas, and Geothermal Resources

DYA - Diaz•Yourman & Associates

DTSC - California Department of Toxic Substances Control

DWR - California Department of Water Resources

EDR - Environmental Database Resources

EPA - U.S. Environmental Protection Agency

ERNS - Emergency Response and Notification Systems

ESA - Environmental Site Assessment

HIST UST - Historic Underground Storage Tanks

HMIRS - California Hazardous Materials Incident Reporting System

Kg - Kilogram

LACTC - Los Angeles County Transportation Commission (now Metro)

LACDPW - County of Los Angeles Department of Public Works

LAC-PHI - County of Los Angeles Public Health Investigation

LAFD - City of Los Angeles Fire Department

LBP - Lead Based Paint

LUST - Leaking Underground Storage Tanks

MCL - maximum contaminate level

mg/kg - milligrams per kilograms

MGP - Manufacture Gas Plant

MSL - Mean Sea Level

MTBE - Methyl tert-butyl ether

NEPA - National Environmental Policy Act

NFA - no further action

NFRAP - No Further Remedial Action Planned

NPL - National Priority List

PCB - Poly Chlorinated Biphenyls

PCE - Tetrachloroethylene (Perchloroethylene)

PE - professional engineer

ppb - parts per billion

RCRA - Resource Conservations and Recovery Act

REC - Recognized Environmental Conditions

ROW - Right-of-Way

RWQCB - California Regional Water Quality Control Board

SLIC - Spills, Leaks, Investigation, and Cleanup List

SP - Southern Pacific Railroad

SR - State Route

SWEEPS - Statewide Evaluation and Environmental Planning System

SWF/LF - Solid Waste and Landfill

TCE - Trichloroethylene

TPH - Total Petroleum Hydrocarbon

TSD - Treat, Store, or Dispose

TWW - Treated Wood Waste

ULARA - Upper Los Angeles River Area

USGS - U.S. Geological Survey

UST - Underground Storage Tank

VCP - DTSC Voluntary Cleanup Program

VOC - volatile organic compounds

WRCB - California Water Resources Control Board

EXECUTIVE SUMMARY

This report presents the results of a Phase I hazardous waste environmental site assessment (ESA) for the proposed Northern/Canoga Extension of the Metro Orange Line (Project). The Project will consist of a 5- to 6-mile-long northern extension of the Metro Orange Line including an adjacent bikeway. The Project limits will extend from the existing Metro Orange Line Canoga Station located on Canoga Avenue between Vanowen Street and Victory Boulevard to the Chatsworth Metrolink Station or potentially up to State Route (SR) 118. No improvements are planned for the segment between the Chatsworth Metrolink Station and SR-118, other than bus stations (potentially consisting of benches and canopies), and was not evaluated as a part of this investigation. The Project segment evaluated for the ESA may consist of up to three bridge structures (evaluation/ reconstruction of two existing bridge structures over drainage channels and potentially a new bridge structure near Lassen Street).

Diaz•Yourman & Associates (DYA) identified the following potential recognized environmental concerns (REC) directly related to the Project:

Volatile Organic Compounds (VOC) in Groundwater: Shallow groundwater (15 to 20 feet below the ground surface [bgs]) may contain low concentrations of VOC (close to maximum contaminate levels [MCL]) in the following two areas:

- Chlorinated solvents (e.g., Tetrachloroethylene [Perchloroethylene] [PCE], Trichloroethylene [TCE]) from the former Rocketdyne facilities near the southern end of the Project right-of-way (ROW) south of the Los Angeles River.
- Fuel VOC (e.g., benzene, toluene, ethylbenzene, and xylene [BTEX]; Methyl tert-butyl ether [MTBE]) from former leaking underground storage tank (LUST) cases within approximately 200 feet south of Sherman Way.
- As of 2003, offsite investigation and remediation for the existing remaining Rocketdyne facilities at 6933 Canoga Avenue (currently referred to as Pratt & Whitney) was considered completed by RWQCB, while onsite groundwater monitoring continues for the facility. As of the most recent monitoring report in 2006, PCE was reported at a concentration of 28 ppb in a monitoring well in the northeastern corner of the facility, located approximately 200 feet upgradient of the Project area on the northeastern corner of Vanowen Street and Canoga Avenue.

- Metro and Pratt & Whitney have a 10-year agreement stipulating that, if ongoing groundwater monitoring on the Pratt & Whitney facility on the west side of Canoga Avenue shows contamination has spread toward the Metro ROW, Metro must allow for future monitoring wells to be installed.

Underground Storage Tanks (UST) and LUSTs: Phase II surveys for remaining impacts from previous USTs and LUSTs is recommended at the following locations:

- Skyline Concrete Sales (now National Ready Mix), 6969 Deering Avenue, within the Project ROW north of Bassett Street, had a permit for a new fueling station in 1973; an application for UST removal in 1988 with no further record of removal; one diesel UST was abandoned in place with concrete fill in 1966; and one new 12,000-gallon UST was installed in 1988 and is currently active. A Phase II investigation is recommended for old remaining USTs.
- Cal Mat Concrete, 7001 Deering Street, located within the Project ROW at Hart Street, north of Bassett Street, soil contamination is present due to a LUST that remains beneath a structure. A 10,000-gallon UST was removed in 1986. A 1,200-gallon UST was removed in 1987; as part of the UST removal, soil was removed and three groundwater monitoring wells were installed in the years 1987 to 1994, 2001, and 2005. Groundwater was between 12 to 17 feet bgs; groundwater flows along a southern gradient. Low concentrations of fuel hydrocarbons may remain in soil and groundwater.
- Valley Builders (formerly Wilsons Canoga Feed), 7101/7119 Deering Avenue, Los Angeles Fire Department (LAFD) file review found two 1,000-gallon fuel USTs, which were removed in 1986; soil sampling was required but there was no record of sampling in the file. USTs were located next to Deering Avenue, north of Gault Street (currently 7119 Deering Avenue).
- Hull Bros. Lumber Co., 21350 Sherman Way, is within the Project ROW, at the southwest corner of Canoga Avenue and Sherman Way. Groundwater wells are still located onsite per the September 20, 2007, site survey; minor VOC in groundwater in the Project ROW. The case remains open; case closure has been requested.

Evidence of hazardous substances, unlabeled drums and petroleum hydrocarbons was observed at several locations within or adjacent to the Project ROW during the site reconnaissance:

- Masonry Club, stone and brick building materials, 7000 Canoga Avenue: this facility has two 55-gallon diesel fuel containers (per discussion with tenant) in a shed in the northeastern corner on a pallet on a concrete floor; the drums have no secondary containment or labeling and there are oil stains on the parcel. There are also used, treated railroad ties within the facility.
- Cruz Construction, 7101 Deering Avenue, construction contractor yard: this parcel has a small maintenance area in the northeastern corner with oil stains on the ground and asphalt concrete (AC) pavement in the northeastern corner.
- An unidentified solid waste transfer facility (no address available, assumed to be +/- 7100 Canoga Avenue) on a narrow strip on the east side of Canoga Avenue approximately halfway between Vanowen Street and Sherman Way. Phase II sampling in shallow soils at the vehicle maintenance areas, areas of stained soils, and stained pavement areas is recommended. Evidence of regulatory compliance for operation of a waste transfer facility is also recommended for the waste facility, including verification that no hazardous materials have been stored or disposed.
- The Costume Shop (formerly Hull Bros. Lumber Co.), 21350 Sherman Way, is located within the Project ROW on the southwest corner of Canoga Avenue and Sherman Way. LUST monitoring wells remain and the case remains open; the wells should be destroyed upon closure of the case.
- The eastern side of the Project ROW facing Canoga Avenue, Wyandote Street to Valerio Street is occupied by Star Construction contractor yard (7320 Canoga Avenue). The Star Construction parcel was observed to have unlabeled 55-gallon drums stored, scattered oil stains, and fueling trailers. Phase II sampling of shallow soils is recommended in the stained areas of this parcel.
- The area on the eastern side of the ROW just south of Valerio Street is apparently being used by a painting service, presumably Galvin Painting, 7357 Deering Avenue, located immediately adjacent to the east side of the Project ROW. At the time of the survey, DYA observed storage of five unlabeled 55-gallon drums and paint stains on the gravel surface within an approximately 10-foot-diameter area. Phase II soil sampling is recommended for this area.
- At the southern end of an unattended rental truck storage on the east side of Canoga Avenue immediately north of Valerio Street, two unlabeled drums that appeared to contain an oily liquid were observed; these drums should be properly disposed of by the tenant.

- The segment of the ROW along the eastern side of Canoga Avenue where Deering Avenue veers east (no address, 7700 block of Canoga Avenue) is occupied by several contractor yards and vehicle maintenance yards that included several areas that were closed, locked, and unaccessible; observations from available vantage points indicate some of these areas have unlabeled drum storage and oily stains on the ground surface. Phase II shallow soil sampling is recommended.
- "Ovidios," an operating auto repair garage, 7800 Canoga Avenue, is within the Project ROW north of Ingomar Street, which includes a concrete block garage with approximately six bays with at least five underground hydraulic lifts. There is also a waste oil and waste oil filter storage area on the south side of the building using five 55-gallon drums for storage; the waste oil materials are reportedly recycled by a service. The area has oil stains on the concrete surface. A clarifier was also shown south of the building on a 1998 Metropolitan Transportation Authority report. According to a previous UST closure report, as much as 1,000 milligrams per kilogram (mg/kg) total petroleum hydrocarbons (TPH) remained in soil beneath the auto service garage building. Phase II soil sampling is recommended for the waste oil and clarifier area south of the building, within the south side of the building, and beneath the hydraulic lifts.
- 7900 Canoga Avenue: this parcel has a truck repair canopy with concrete pavement; there is a waste oil and parts cleaning 100-gallon waste storage container next to the office building; the operator stated that the waste materials are recycled by Demeno Cardoon with manifests. There is also another vehicle repair parcel adjacent to Valley Trucking that was unoccupied at the time of DYA's site visit. There are scattered oils stains on the ground surfaces. Shallow Phase II soil sampling is recommended in the storage and maintenance areas.
- Between Prairie Street and Plummer Street, a large quantity of used railroad ties for sale to the public was observed stored at the northern end of the vacant ROW. There were also unlabeled drums in the area. Further Phase II investigation to determine if petroleum hydrocarbons or hazardous chemicals have been used in the area; if usage of such materials in the area has occured, Phase II shallow soil sampling is recommended.

Railroad Ties: Railroad ties are commonly treated with various chemicals for preservation, including but not limited to creosote, pentachlorophenol and metallic arsenates. Upon removal during construction, railroad ties remaining within the former railroad bed in the ROW may either become a product suitable for reuse or a waste product. Upon removal, railroad ties designated for reuse should be managed as "Treated Wood Waste" (TWW) in accordance with Alternative

Management Standards provided in CCR Title 22 Section 67386. Railroad-tie materials designated for disposal should be considered potentially hazardous TWW and should be managed and disposed in accordance with Title 22 Section 67386. In addition, railroad ties previously salvaged and stored for reuse at various locations within the Project ROW should be managed as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.

Asbestos: Structures within the ROW should have a comprehensive asbestos-containing material (ACM) inspection for suspect ACM prior to demolition for construction. ACM may be present in the building material demolition debris observed at the waste transfer facility between Vanowen Street and Sherman Way. Suspect ACM at this location should be verified and properly disposed of by the tenant. Buildings that will be demolished may contain ACM and should have a comprehensive ACM inspection prior to demolition.

Arsenic from Weed Killer: Near-surface soils within the railroad ROW may contain arsenic from weed killers (herbicides) commonly used in the past by railroads for weed control.

Lead: Soils adjacent to paved areas within the Project ROW may contain aerially deposited lead (ADL) from vehicle exhaust. Areas within the Project corridor where soil may be disturbed during construction should be tested for ADL in accordance with Caltrans ADL testing guidelines.

Lead and other heavy metals such as chromium may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials should be tested for lead based paint (LBP) in accordance with Caltrans guidelines prior to removal.

1.0 INTRODUCTION

1.1 PURPOSE

This report was prepared by Diaz•Yourman & Associates (DYA) for Iteris to provide a Phase I Environmental Site Assessment (ESA) for the proposed Northern/Canoga Extension of the Metro Orange Line (Project), California. Iteris authorized this work on July 17, 2007.

1.2 PROJECT LOCATION

The proposed Project will consist of a 5- to 6-mile-long northern extension of the Metro Orange Line including an adjacent bikeway. The Project limits will extend from the existing Metro Orange Line Canoga Station located on Canoga Avenue between Vanowen Street and Victory Boulevard to the Chatsworth Metrolink Station or potentially up to State Route (SR) 118. No improvements are planned for the segment between the Chatsworth Metrolink Station and SR-118, other than bus stations (potentially consisting of benches and canopies), and was not evaluated as a part of this investigation. The Project segment may include up to three bridge structures (evaluation/ reconstruction of two existing bridge structures over drainage channels and potentially a new bridge structure near Lassen Street). The Project vicinity is shown on maps provided in Appendix A.

1.3 SCOPE

The intent of this ESA is to provide a planning document in general compliance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) guidelines for evaluating environmental impacts due to hazardous waste during construction. The U.S. Environmental Protection Agency (EPA) "All Appropriate Inquiry" (AAI) was used as a basis of general procedures followed in preparation of this ESA, but was not explicitly applied. The AAI references the American Society for Testing and Materials (ASTM) Designation E 1527, "Standard Practice for Environmental Project Site Assessments: Phase I Environmental Property Assessment Process," for conducting the AAI. The purpose of the Phase I environmental property assessment, according to ASTM, is to identify "recognized environmental conditions" (REC) with regard to a "commercial real estate transaction" of a specific parcel of land. In contrast, the purpose of this assessment was limited to the identification of potential impacts of hazardous substances during the construction of a transportation project.

The scope of work to accomplish this assessment generally consisted of:

- Conducting a site reconnaissance.
- Conducting historical research related to the use, storage, disposal, or release of hazardous materials or petroleum hydrocarbons based on property records, public records, aerial photographs, and interviews.
- Reviewing environmental databases and regulatory agency information available to the public for the Project and neighboring properties.
- Preparing this report.

2.0 SITE DESCRIPTION

2.1 PROJECT ROW

The Project consists of an approximately 5-mile-long route from the Metro Orange Line Canoga Park Station at Victory Boulevard to the Chatsworth Metrolink Station at Devonshire Street. The proposed Project alignment follows a former Southern Pacific (SP) railroad right-of-way (ROW).

2.2 ADJACENT LAND USE

During DYA's site reconnaissance on August 6, 2007, property use adjacent to the Project was observed as follows:

Victory Boulevard to Vanowen Street: The ROW consisted of the existing Orange Line Busway and parking lot. The Busway passed east-to-west through the Canoga Park and Ride. The Project ROW was covered by pavement either for the existing Orange Line or the Canoga Park and Ride. Canoga Avenue bounded the western side of the ROW and there was a Raytheon aerospace engineering facility on the west side of Canoga Avenue. There was a recently-constructed multi-family residential complex adjacent the eastern side of the Canoga Park Station and industrial businesses adjacent to the east side of the MTA Park and Ride parking lot. The area immediately south of the Project ROW was the commercial Warner Center.

Vanowen Street to Roscoe Boulevard: The ROW was mainly used for storage of vehicles, building/construction supplies, contractor yards, and two concrete ready mix plants. Canoga Avenue bounded the western side of the ROW and there were small commercial and industrial businesses across Canoga Avenue to the west. There were auto service stations on both western corners of Canoga Avenue and Sherman Way. Deering Avenue generally formed the eastern boundary of this segment. There were small industrial businesses on the east side of Deering Avenue. There was an existing railroad bridge crossing the Los Angeles River north of Vanowen Street.

Roscoe Boulevard to Nordhoff Street: The ROW between Roscoe Boulevard and Nordhoff Street was vacant except a small portion north of Roscoe Boulevard was used for an auto sales lot and rear loading access for a Salvation Army store. Canoga Avenue was adjacent to the west side

of the ROW from Roscoe Boulevard to Nordhoff Street. There were small industrial and commercial businesses west of Canoga Avenue from Roscoe Boulevard to Parthenia Street and larger industrial facilities from Parthenia Street to Nordhoff Street. Except for the Salvation Army store on the north side off Roscoe Boulevard, the areas adjacent to the east side of the Project ROW between Roscoe Boulevard and Nordhoff Street were residential. A concrete-lined flood control channel (Santa Susana Wash) crossed the Project ROW flowing northwest to southeast between Parthenia Street and Nordhoff Street. An existing railroad bridge crossed the Santa Susana Wash channel.

Nordhoff Street to Plummer Street: The ROW between Nordhoff Street and Plummer Street was vacant land except for a used railroad tie sales facility on the northern end of this segment. Canoga Avenue was adjacent to the west side of the ROW with larger industrial facilities and business parks across the street. The rear side of a business park facing Deering Avenue was adjacent to the east side of the ROW.

Plummer Street to Devonshire Street: The ROW merged with the Metrolink railroad north of Plummer Street and included the Chatsworth Metrolink Station located between Lassen Street and Devonshire Street. Business parks and vacant land were adjacent to the west side of the ROW in this segment. A mobile home park was adjacent to the east side between Plummer Street and Lassen Street. The Metrolink parking lot and a child care facility were adjacent to the east side between Lassen and Devonshire Streets. A concrete flood control channel (Browns Deering Wash) flowing north to south was located east of the Metrolink parking lot. Industrial facilities on Deering Avenue were beyond the channel to the east.

3.0 PHYSICAL SETTING

3.1 TOPOGRAPHY

The US Geological Service (USGS) 7.5 minute quadrangle, Canoga Park, California, dated 1952, photo-revised 1967, is provided in Appendix B. The proposed Project is located within the western portion of the San Fernando Valley, which is an elongate valley, roughly 22 miles long in an east-west direction and generally about 9 miles wide in a north-south direction. Elevations within the proposed Project site vary from approximately 950 feet mean sea level (MSL) on the northern end at Devonshire Street to approximately 780 feet MSL near the southern end at the Los Angeles River crossing. Ground surface slopes gently with a southerly gradient in the northern portion, shifting to a south-southeast gradient north of the Los Angeles River. The southern portion between Victory Boulevard and Vanowen Street slopes gently to the northeast towards the Los Angeles River.

3.2 SURFACE WATER

Drainage in the Project area is generally controlled by storm drains in the streets that flow into flood control channels. The Los Angeles River is a concrete-lined flood control channel that flows from west to east and crosses the Project ROW north of Vanowen Street. The Santa Susana Wash is a concrete lined flood control channel that crosses the Project ROW between Roscoe Boulevard and Nordhoff Street, flowing northwest to southeast. Browns Canyon Wash is a concrete-lined flood control channel flowing south to southeast adjacent to the northern end of the Project ROW, shifting easterly downstream. There are no other significant water features in the Project area.

3.3 GEOLOGY AND GROUNDWATER

The proposed Project is situated within the San Fernando Valley portion of the Transverse Ranges geomorphic province of California. The Transverse Ranges geomorphic province is composed of several mountain ranges oriented in an east-west direction and extending over 320 miles from the Mojave and Colorado Desert Provinces to Point Arguello at the Pacific Ocean. The San Fernando Valley is bounded by the San Gabriel and Santa Susana Mountains to the north, the Santa Monica Mountains to the south, the Verdugo Mountains to the east, and the Simi Hills to the west. Mountain ranges surrounding the San Fernando Valley contain rocks varying in age from the Pre-Cambrian eon through the Tertiary period and younger, sedimentary and volcanic rocks that range

from the Tertiary period to the Quaternary period. The Project area is mapped as Quaternary alluvial deposits derived from the mountains to the north and west and are approximately 100 to 700 feet thick (California Division of Mines and Geology [CDMG], 1969).

According to groundwater data provided by Upper Los Angeles River Area Water Master (ULARA, July 1998) and review of environmental investigation reports described elsewhere in this report, unconfined groundwater in the Project area ranges gradationally from a depth of approximately 25 to 30 feet below the ground surface (bgs) at the northern end of the Project ROW, 20 to 25 feet bgs in the central area, to 15 to 20 feet bgs in the southern portion near the Los Angeles River. Shallow groundwater flows south-to-southeast north of the Los Angeles River, and to the northeast south of the Los Angeles River.

3.4 OIL AND GAS

According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) District 1 and District 2 Regional Wildcat Maps, there are no known oil wells within the proposed Project ROW. No existing oil wells or facilities were observed in the Project area.

4.0 PRIOR USE HISTORY

4.1 CONTACTS/QUESTIONNAIRES/INTERVIEWS

Questionnaires: An environmental questionnaire was provided by DYA to Metro to be completed by Metro and/or tenants within the Project ROW. Copies of completed questionnaires are provided in Appendix C. No RECs were reported on the questionnaires that were returned.

Agency Interviews: Metro informed DYA that Metro and Pratt & Whitney have a ten year agreement stipulating that, if ongoing groundwater monitoring on the Pratt & Whitney facility on the west side of Canoga Avenue shows contamination has spread towards Metro ROW, Metro must allow for future monitoring wells to be installed.

Onsite Interviews: DYA performed a survey for REC within leased spaces within the Project ROW on September 20, 2007. The following onsite contacts were interviewed regarding REC at that time:

- Mr. Bob Jacobi (818-346-4150), Jacobi Building Materials, stone and brick products, 21341 Vanowen Street. There was formerly a leaking underground storage tank (LUST) on the parcel, but it has been removed and case was closed. There are several 5-gallon buckets of masonry grout products on the site sold as a product, but they are not labeled as hazardous; no other known RECs onsite.
- Ms. Vanessa Nicolas (818-227-0740), Green Scene Landscaping Services, 6810 Canoga Avenue. There are numerous 5-gallon buckets of masonry grout products on the site sold as a product, but they are not labeled as hazardous, except a few waterproofing products marked “flammable;” no other known RECs onsite.
- Mr. Jeff Litzie, Site Supervisor (818-884-0893), and Mr. Russ Morton, Safety Officer (818-768-0050), United Concrete (formerly Cal Mat), 6969 Deering. There is an active diesel fuel underground storage tank (UST) in the northeastern corner of the site; also, a 250-gallon waste oil above ground storage tank (AST) and 25-gallon drums of lubricants; waste oil is recycled by a contractor service. There are ASTs containing concrete mixing chemicals (nonhazardous mineral salts) next to the batch mixing plant. The facility has a permit from the Los Angeles Fire Department (LAFD) Hazardous Materials Unit for one UST and petroleum products. The ground surface was paved with concrete within the past four

years; Mr. Litzie has no knowledge of previous USTs on the parcel or any other environmental issues besides current storage. Mr. Morton stated that the site was originally used as a railroad yard before conversion into a concrete batch plant. They also agreed to provide a current UST monitoring certification, which was not received as of this report.

- Mr. Eddie Martin (818-887-1684), Masonry Club, stone and brick building materials, 7000 Canoga Avenue. This facility has two 55-gallon diesel fuel containers in a shed in the northeastern corner of the site. The containers are on a pallet on concrete floor; the drums have no secondary containment or labeling but there was no evidence of recent spills in the area. There are at least 200 5-gallon buckets of masonry grout products on the site sold as a product, but they are not labeled as hazardous, with the exception of a few waterproofing products marked "flammable." There are also used, treated railroad ties sold for landscaping. No other known RECs were observed onsite.
- Mr. Jose Cruz (818-341-9633), Cruz Construction, 7101 Deering Avenue, construction contractor yard. This parcel has a small vehicle maintenance area in the northeastern corner of the site with oil stains on the asphalt concrete (AC) pavement.
- Un-named laborer, unidentified waste transfer facility located on the east side of Canoga Avenue, west side of the Project ROW between Sherman Way and Vanowen Street, across from Hart Street (address unknown, no telephone provided). The site is used by various waste haulers to store and transfer waste; according to the laborer, no records are kept of loading and unloading activities. Some truck maintenance activities are performed on the site by the haulers.
- Service Counter clerk, Bob's Costumes, 21350 Sherman Way. This business has been in this building for only the past few months and it was formerly used as film studio.
- Mr. Gary Frankel, Manager (215-310-5384), Ambela, Inc, auto transporter. This business is using a metal warehouse building and AC-paved parking lot adjacent to the south side of Bob's Costumes, also at the address of 21350 Sherman Way, which was formerly used as a film studio. Mr. Frankel provided access into the warehouse building and stated it is used only to store automobiles. No evidence of maintenance, fuels, or other vehicle fluid products in use.
- Mr. Josh Ellis (818-347-8222), Central Valley Builders Supply, 7119 Deering Avenue, building materials yard and shed. Mr. Ellis has no knowledge of environmental issues, including former USTs.
- Mr. Bill Webb, Manager (818-348-5353), Pyramid Pipe & Supply, 7423 Deering Avenue, plumbing supply. The eastern 30- to 40-foot-wide margin of this facility was used for

storage by the facility and was within the Project ROW. There were formerly two USTs in the southwestern corner of the Pyramid property, nearly adjacent to the ROW. The USTs were removed approximately 10 years ago and regulated soil testing was performed; no contamination was found (1994 per Mr. Webb's testimony and confirmed by LAFD records).

- "Clark," CPS Auto Sales, and Mr. Ovidios, Proprietor (818-992-6952), 7800 Canoga Avenue, CPS Auto Sales and Ovidios auto repair garage. This parcel includes a concrete block wall garage with approximately six bays, with at least five underground hydraulic lifts. There is also a waste oil and waste oil filter storage area on the south side of the building using five 55-gallon drums for storage. The waste oil materials are recycled by a service. The area has oil stains on the concrete surface.
- "Efrain," Manager (818-887-5411), Valley Truck Repair shop, 7900 Canoga Avenue. This parcel has a truck repair canopy with concrete pavement. There was a parts-cleaning basin and 100-gallon waste oil storage container located next to the office building. Efrain stated that the waste materials are recycled by Demeno Cardoon with manifests. A Phase II investigation is recommended. There is also another vehicle repair parcel adjacent to Valley Trucking that was unoccupied at the time of DYA's site visit.

Public Agency File Review: Based on the database review described below, DYA requested permission to review available files for database cases that may have impacted the Project from the following public agency sources:

- The Geotracker data and report resource for regulated environmental cases provided by the California Water Resources Control Board (WRCB) on the Internet at geotracker.swrcb.ca.gov. Data and site information was obtained for the cases as described in the Section 5 (Environmental Database Review) of this report.
- The California Regional Water Quality Control Board (RWQCB), Los Angeles Region, provided available regulated environmental case files for DYA to review at their office located at 340 West Third Street, Los Angeles, California, on August 29, 2007. Data and site information were obtained from the files for sites as described in Section 5 (Environmental Database Review) of this report.
- City of Los Angeles Fire Department, Environmental Unit (LAFD) provided available UST files for DYA to review at their office located at 221 North Figueroa Street, Suite 1500, Los Angeles, California, on August 21, 2007. Data and site information were obtained from the

files for sites described in the Section 5.6, Environmental Database Review, UST section of this report.

- Los Angeles County Public Health Investigations (LAC-PHI) provided available regulated environmental case files for DYA to review at their office located at 5555 Ferguson Drive, Commerce, California, on August 29, 2007. Data and site information were obtained from the files for sites described in the Section 5.8, Environmental Database Review - Supplementary Databases section of this report.
- Los Angeles County Department of Public Works (LACDPW), Environmental Department, Alhambra, California. DYA requested files for industrial waste permits for clarifiers at addresses identified within the Project ROW on October 1, 2007. LACDPW reported they have no industrial waste or UST files for these addresses.

4.2 PREVIOUS REPORTS

DYA requested available previous environmental pertaining to the Project reports from Metro. Several documents were provided for existing Orange Line facilities associated with acquisition and development of the Canoga Park Station at the southern terminus of this Project. A listing of these documents is included in Section 9, Bibliography. Information regarding the objectives of this assessment obtained from the documents provided by Metro was as follows:

Metro File Review: On September 19, 2007, DYA was provided access to previous Metro environmental report archives for the Project ROW at the office of Mr. Matt Fraychineaud, Environmental Real Estate Consultant, Metro Real Estate Department. Reports pertaining to the Project ROW made available for DYA review at that time included the following:

- Duel & Associates, Inc., November 1989, Soil Gas Survey Report for Los Angeles County Transportation Commission (LACTC), Tarzana, Canoga Park and Van Nuys. A soil gas survey was performed in three areas of the former SP Railroad Burbank Line as part of due diligence for acquisition of the rail line by LACTC. One of the areas included leased parcels within the southern portion of the Project ROW between Vanowen Street and Sherman Way. (The other two areas were in Van Nuys and Tarzana.) The survey relied upon carbon dioxide (CO_2) gas levels to indicate soil contamination from petroleum hydrocarbons on five leased parcels as follows:

Hull Brothers Lumber, 21350 Sherman Way: an unregistered, out-of-service UST was identified at the Hull Brothers site and high CO_2 levels were detected at another location on the site. Further subsurface investigation was recommended.

Sun Vista (aka "Vista Sun") Auto Body/American Fleet Services, 7000 Canoga Avenue: surface staining and parts washing runoff were identified but significant hydrocarbons were not indicated by the soil gas survey. Further subsurface investigation was recommended.

Jacobi Building Materials, 21341 Vanowen Street: a gasoline UST was identified on the site. Subsurface contamination at the UST was not indicated by the survey but was indicated in the central area of the site. Further subsurface investigation was recommended.

United Concrete, 6969 Deering Street: a UST was identified on the site and the survey indicated possible contamination. Further subsurface investigation was recommended.

Cal Mat Concrete, 7001 Deering Street: a leaking UST had reportedly been removed and soil contamination was known to remain at the time, as confirmed by the survey. Three monitoring wells were identified and further groundwater sampling was recommended.

- Duel & Associates, Inc., December 1989, Site-Specific Soil and Groundwater Investigations for LACTC. Based on previous due diligence investigations and a previous soil gas survey, a subsurface investigation was performed in six areas of the former SP Railroad Burbank Line in Canoga Park between Vanowen Street and Sherman Way. The investigation included soil and groundwater on six leased parcels as follows:

  Northeast corner of Vanowen Street and Canoga Avenue, Potential Offsite Influences: volatile organic compounds (VOC) detected in shallow groundwater (24 feet bgs) in a monitoring well were attributed to offsite upgradient sources (later attributed to Rocketdyne by other investigations as discussed in Section 5).

  Hull Brothers Lumber, 21350 Sherman Way: compliance was recommended for an unregistered, out-of-service UST. Significant hydrocarbons were detected in soil samples and further subsurface investigation was recommended.

  Vista Sun Auto Body/American Fleet Services, 7000 Canoga Avenue: soil contamination was found in association with surface parts washing runoff and remedial activity was recommended.

Jacobi Building Materials, 21341 Vanowen Street: compliance was recommended for the UST on the site. Investigation was limited by space constraints. Low levels of hydrocarbons were detected in soil samples where sampled. Further subsurface investigation was recommended.

United Concrete, 6969 Deering Street: documentation of previous UST removal was requested. Minor hydrocarbon contamination was indicated in soil where sampled. Further subsurface investigation for site characterization was recommended.

Cal Mat Concrete, 7001 Deering Street: Soil contamination from the leaking UST was found to remain beneath a structure (due to space limitations) during previous soil remediation for the LUST. No groundwater contamination was identified.

- Holguin Fahan & Associates, Inc., November 27, 1990, Phase I Environmental Assessment of Southern Pacific Transportation Company Railroad, San Fernando Valley, California. An environmental survey of the SP railroad from Burbank to Chatsworth, including the Project ROW, identified five areas within the Project ROW that were recommended for further investigation, as described in the following Phase II document, produced simultaneously with this Phase I report.
- Holguin Fahan & Associates, Inc., November 28, 1990, Phase II Environmental Assessment of Southern Pacific Transportation Company Railroad, San Fernando Valley, California. Based on the Phase I report by Holguin Fahan & Associates, Inc. previously discussed, five areas were investigated for subsurface VOC by soil vapor surveys as follows:

  Schaeffer Magnetics, 9175 Deering Avenue, north of Nordhoff Avenue: the rear of this light manufacturing facility was located adjacent to the east side of the Project ROW and showed stains on the soil within the ROW. The stained soil was sampled to a depth of 10 feet and analyzed for VOC. No VOCs were detected and no further action recommended.

  Roscoe Boulevard to Saticoy Street: the western half of the 100-foot-wide Project ROW fronting along Canoga Avenue from 200 feet north of Roscoe Boulevard to the Canoga Avenue intersection south to the intersection of Saticoy Street and Canoga Avenue (7600-8300 Canoga Avenue) was occupied by commercial used auto sales lots, truck trailer parking, auto/truck repair services, and storage yards in 1990, similar to the current usage. There was also an adjacent facility to the east (California Landscape, 7755 Deering Ave.) that had USTs which had been removed. A series of soil vapor

surveys was performed to assess for VOC in the soil at numerous locations along the eastern ROW. Soil vapor VOCs were detected at concentrations warranting further investigation at the following locations:

- A used car sales lot immediately north of Strathern Street (no address, approximately 8000 Canoga Avenue).
- An automotive repair shop at 7800 Canoga Avenue (site plan also shows a UST and clarifier south of the building at that time) Valley Truck Repair, 7900 Canoga Avenue.

Pyramid Pipe and Supply, 1423 Deering Street (north side of Valerio Street): a UST was located adjacent to the east side of the Project ROW. VOCs were detected and further investigation was recommended.

Budget Rent-A-Car, 21339 Sherman Way (north side of Sherman Way): a UST was located adjacent to the east side of the Project ROW. No VOCs were detected; no further action was recommended.

Redkin (beauty products manufacturing), 6625 Variel Avenue: a drum storage area was located next to the Project ROW in what is now the Orange Line Canoga Station. No VOCs were detected; no further action was recommended.

- Holguin Fahan & Associates, Inc., February 25, 1991, Asbestos Survey of the Burbank Line; a survey for asbestos-containing building materials (ACM) included buildings at the following addresses within the Project ROW:

8330 Canoga Avenue, Truck Company Auto Sales
8222 Canoga Avenue, Car Corner Auto Sales
8100 Canoga Avenue, West Valley U-Cart
7900 Canoga Avenue, Valley Truck Repair
7800 Canoga Avenue, Armours Auto Service
7700 Canoga Avenue, Canoga Self-Storage
7604 Canoga Avenue, Canoga Imports
7552 Canoga Avenue, Rent-It
7444 Canoga Avenue, Family Motors

Of these buildings, ACM was detected only in spray-on ceiling texture at 8222 Canoga Avenue, Car Corner Auto Sales.

- SP Transportation Company, March 9, 1992, Investigation/Remediation of Areas of Concern - LACTC, Canoga Park Property SPT Co. replied to a representative of LACTC in response to an LACTC inquiry dated February 25, 1992, regarding the status of recommended further actions for "areas of concern" for the following six sites:

  Northeast corner of Vanowen Street and Canoga Avenue, Potential Offsite Influences: groundwater contamination from offsite; no action required.

  Hull Brothers Lumber, 21350 Sherman Way: an unregistered, out-of-service UST was removed in May 1990. Soil contamination was found; further cleanup and/or closure action was pending.

  Vista Sun Auto Body/American Fleet Services, 7000 Canoga Avenue: investigation/ remediation completed.

  Jacobi Building Materials, 21341 Vanowen Street: compliance for the UST on the site was still pending.

  United Concrete, 6969 Deering Street: investigation/remediation completed.

  Cal Mat Concrete, 7001 Deering Street: soil contamination from the leaking UST remains beneath a structure.

Metro Electronic Files: In addition to the above documents, the following digitized documents prepared for Metro pertaining to the Metro Canoga Station facilities were provided to DYA electronically for review.

Rocketdyne Facility, 6330 Canoga Avenue - Environmental investigation and cleanup documents pertaining to the Rocketdyne facilities west of the Orange Line Canoga station were provided to DYA by Metro. These documents indicate that the main Rocketdyne facility on the west side of Canoga Avenue caused soil and groundwater contamination by petroleum hydrocarbons and VOCs in shallow groundwater (Hargis+Associates, Inc., 1986; Groundwater Resources Consultants, Inc., 1987).

- Soil contamination at the main facility on the west side of Canoga Avenue was remediated to satisfy regulatory approval by soil excavation and removal in the 1990s. Groundwater near the Project ROW was impacted from the contamination at the main facility.

Groundwater extraction and treatment was implemented through most of the 1990s resulting in regulatory approval for termination of extraction and treatment in 1998, in lieu of continued groundwater monitoring to track VOC residuals in the groundwater (Groundwater Resources Consultants, Inc., 1992; Flour Daniel GTI, 1997; Tait Environmental Management Inc., 1998; Los Angeles RWQCB, March 10, 1998, and April 2, 1998).

- Continued post remediation groundwater monitoring from 1998 to 2003 indicated VOCs remained in the groundwater at acceptable levels beneath the ROW between the Canoga Park Station and Vanowen Street (Tait Environmental Management Inc., 2001; California Regional Water Quality Control Board, March 23, 2001; Tait Environmental Management Inc., 2003). More recent groundwater monitoring reports for the facility reviewed by DYA at RWQCB are described in Section 5 of this report.

Rocketdyne Building 009 - Building 009 consists of the former Rocketdyne shipping and manufacturing facilities located southeast of the intersection of Canoga Avenue and Vanowen Street, adjacent to the west side of the Canoga station. In conjunction with the development of the Canoga station, the Building 009 facility was subjected to a series of environmental investigation and cleanup prior to demolition resulting in "No Further Action" (NFA) by RWQCB for the current vacant parcel owned by Metro. Metro provided the following related environmental documents to DYA:

- Haley & Aldrich, 2002, ASTM Phase I Environmental Site Assessment, March 27, 2002.
- Haley & Aldrich, 2003, Final Report, Quality Assurance Project Plan (QAPP), March 28, 2003.
- Haley & Aldrich, 2003, Phase II Soil Investigation, Building 009 & Surplus Sales Yard, May 27, 2003.
- Haley & Aldrich, 2003, Phase II Soil Investigation Report Addendum, Additional Soil Delineation Activities, September 17, 2003.
- Haley & Aldrich, 2003, Soil Remediation Action Plan, Building 009 Area, November 5, 2003.
- Haley & Aldrich, 2004, Technical Memorandum, Request for No Further Action Letter for Soils, Southern Portion of Building 009 Area, (SLIC File No. 0273A), January 23, 2004.
- Haley & Aldrich, 2004, Request for Groundwater Closure and Well Abandonment for Building 009, October 29, 2004.
- California Regional Water Quality Control Board, Los Angeles Region, 2004, Approval of Soil Remedial Action Plan, Building 009 Area, (SLIC File No. 0273A), February 11, 2004.

- California Regional Water Quality Control Board, Los Angeles Region, 2005, No Further Action For Soil North of Building 009 and Groundwater Monitoring, Building 009 Area, (SLIC File No. 0273A), March 29, 2005.

Metro Canoga Park & Ride Parking Lot - The following documents were provided by Metro to DYA pertaining to previous environmental investigations and storm water runoff management from the former Building 009 facility Park and Ride parking lot located north of the Orange Line Canoga Station. No RECs were identified by review of these documents.

- Gradient Engineers Inc., 2003, Phase I Environmental Site Assessment Report, Southeast Corner of the Intersection of Canoga Avenue and Vanowen Street, (APN 2148-031-017), City of Los Angeles (Canoga Park), Los Angeles County, California, May 20, 2003. This document describes an ESA for the former Building 009 portion of the Rocketdyne complex located adjacent to the west side of the former SP railroad ROW, south of Vanowen Street and east of Canoga Avenue. Documents related to onsite environmental investigation and cleanup for this facility are described above under the subsection "Rocketdyne Building 009."
- Mactec, 2004, Report of Geotechnical Investigation, Proposed Bus Rapid Transit Station and Warner Center Park and Ride, Metropolitan Transportation Authority - Orange Line, Canoga Park, California, August 17, 2004. This document describes geotechnical soil sampling and analysis and recommendations for foundation and pavement construction of the Metro Orange Line Canoga Station.
- TRC, 2005, Former Boeing Building 009 Contaminated Soil Excavation, Summary of Work, MTA Orange Line Construction, MTA Contract EN073, August 2005. This document describes remedial soil excavation oversight for an area within the Project ROW at the northern end of the former Building 009. The completed remedial work was approved by RWQCB and NFA is necessary.
- Storm Water Pollution Prevention Plan (SWPPP), Canoga Station Park & Ride, prepared for Metro by Sully Miller Contracting Company for parking lot construction during 2006, dated March 3, 2006.
- TRC, 2006, Technical Memorandum, Review and Discussion of LARWQCB Notice of Violation dated June 15, 2006, Canoga Avenue Park and Ride, 6552 Canoga Avenue, Canoga Park, California, MTA Contract EN073, July 11, 2006. This document pertains to

post-construction management of storm water runoff from the Park and Ride parking lot at the Orange Line Canoga Station.

- TRC, 2007, Draft Technical Memorandum, Evaluation of Potential Leachability of PCE, Metro Canoga Avenue Park and Ride, 6552 Canoga Avenue, Canoga Park, California, April 10, 2007. This document pertains to groundwater impacts from infiltration of storm water runoff from the Park and Ride parking lot into pervious ground surface areas at the Orange Line Canoga Station.

4.3 AERIAL PHOTOGRAPHS

Historical aerial photographs digitized to a scale of 1 inch = 1,000 feet for the years 1928, 1938, 1947, 1956, 1965, 1976, 1989, 1994, and 2002 obtained from Environmental Database Resources (EDR, 2007) were reviewed for the Project site land use history. A summary of the review of the aerial photographs is presented below. Copies of the representative aerial photographs are provided in Appendix D.

1928: The Project ROW was occupied by SP railroad tracks. Canoga Avenue, Roscoe Boulevard, Victory Boulevard, and other existing major streets were at their current locations. The area adjacent to the ROW consisted mainly of agricultural fields and orchards. There were residential parcels on both sides of Canoga Avenue between the vicinity of Saticoy Street and Vanowen Street. There appears to have been an agricultural processing or industrial facility located adjacent to the ROW on the northeastern corner of the intersection of Canoga Avenue and Roscoe Boulevard. The Los Angeles River crossed the Project ROW with an unlined bottom north of Vanowen Street and the Santa Susana Wash was a meandering stream east of the northern portion of the Project ROW.

1938: A few scattered industrial buildings were constructed adjacent to both sides of the Project ROW between Saticoy Street and Vanowen Street, and residential structures were located behind the industrial buildings in this area. The Los Angeles River channel was engineered. The remainder of the Project ROW and Canoga Avenue remained agricultural fields from Roscoe Boulevard north, similar to the 1928 photo.

1947: Conditions on the 1947 photo appeared similar to the 1938 except in the area south of Plummer Street, east of the Project ROW, where the Santa Susana Wash was engineered with a channel. There appears to have been horse training tracks in this area. Also, there appeared to

have been a service station constructed on the northwestern corner of the intersection of Roscoe Boulevard and Canoga Avenue.

1956: The Rocketdyne facility at the corner of Canoga Avenue and Victory Boulevard was constructed, including Building 009, located at 6620 Canoga Avenue, adjacent to the west side of the current Metro Canoga Station. A concrete batch mixing plant appears to have been constructed next to the Project ROW north of the Los Angeles River at Hart Street. Some scattered additional residences were developed on fields previously used for agricultural purposes between Saticoy Street and Roscoe Boulevard. Otherwise, most of the remaining areas adjacent to the Project ROW from Saticoy Street to the northern end of the Project remained agricultural.

1965: Additional Rockwell (Rocketdyne) industrial buildings were constructed on both sides of the Project ROW from the southern end near Victory Boulevard to Vanowen Street. Industrial and commercial buildings were constructed on both sides of Canoga Avenue and the Project ROW from Vanowen Street to areas on the north side of Roscoe Boulevard. The Browns Canyon Wash was channelized between Roscoe Boulevard and Devonshire Street. Most of the remaining adjacent land north of Roscoe Boulevard remained residential and agricultural except for an industrial facility added on the north side of Plummer Street, west of Canoga Avenue, and small industrial buildings east of Santa Susana Wash between Devonshire Street and Plummer Street.

1976: Commercial and industrial buildings lined both sides of the Project ROW and Canoga Avenue from the south end of the Project north to Roscoe Boulevard, and between Roscoe Boulevard and Pathenia Street on the west side of Canoga Avenue. Otherwise, there were predominately residences, mobile home parks, and vacant land on both sides of the Project ROW and Canoga Avenue north of Pathenia Street, except for an industrial facility north of Plummer Street on the west side of Canoga Avenue, as described on previous photos.

1989: The areas on both sides of the Project ROW south of Saticoy Street appeared similar to the previous photo: occupied by commercial and industrial buildings and storage yards. Industrial and commercial buildings replaced vacant land on both sides of the Project ROW between Nordhoff Street and Plummer Street. Industrial buildings were constructed west of the Project ROW between Plummer Street and Devonshire Street.

1994: Conditions on the 1994 photo appeared similar to the 1989 photo except some buildings were demolished west of the Project ROW between Sherman Way and the Los Angeles River.

2002: The Rocketdyne building at the northeast corner of Canoga Avenue and Victory Boulevard was removed and replaced by the existing retail center. The railroad appears discontinued and has various small features that appear to be storage of building materials similar to current usage (based on discussions with Mr. Bob Jacobi). The Project ROW between Saticoy Street and Roscoe Boulevard appears to have various materials and vehicle storage occupying the railroad ROW. The Project ROW between Roscoe Boulevard and Parthenia Street was occupied by an existing long, narrow storage building.

4.4 HISTORICAL TOPOGRAPHIC MAPS

The USGS Topographic Maps, for Canoga Park, Santa Susana, Calabasas, Reseda, and Zelzah Quad sheets dated 1903, 1928, 1941, 1947, 1952, and 1967 (EDR, 2007) were reviewed for this assessment. Copies are provided in Appendix B.

According to the historical topographic maps, the former SP railroad ROW was in the same location since before 1903 through 1967. Most of the major streets were in their current locations since 1928. The adjacent areas were virtually vacant on the 1903 map. Most of the adjacent areas were undeveloped rural land with scattered residences from the 1928 through 1952 maps, except for the adjacent areas between Saticoy Street and Vanowen Street. That portion was depicted with residential, commercial and industrial buildings, increasing in density through the period from 1928 to 1952.

On the 1967 maps, most of the areas east and west of the Project ROW were depicted as urban development and residential from Victory Boulevard to Parthenia Street, with mostly vacant land remaining from Parthneia Street north to Nordhoff Street. Other than industrial development on the southern portion beginning mostly after the 1950s, no environmental concerns were identified by DYA's review of the topographic maps.

4.5 HISTORIC CITY DIRECTORIES

DYA researched available historic City Directories for Canoga Park and the western San Fernando Valley region at the Los Angeles City Library in downtown Los Angeles. The only city directories found for the area consisted of Haines directories for the west San Fernando Valley from 1986 to 1996. Particular attention was given to addresses potentially within or immediately adjacent to the

Project ROW (i.e., on the east side of Canoga Avenue [even numbering] and the west side of Deering Street [odd numbering]). Listings generally consisted of commercial shops, light industrial businesses, vehicle maintenance services and building contractor services similar to current land uses and were consistent with sites identified in the EDR environmental database report (EDR, 2007) discussed in Section 5.

4.6 HISTORICAL SANBORN MAPS

Historical Sanborn Fire Insurance Maps were provided to DYA by EDR/Sanborn to evaluate the overall historical land use adjacent to the Project. Sanborn maps were only available for 6,500 to 10,000 Canoga Avenue for this Project for the years 1919, 1927, and 1932. Historic Sanborn maps are provided in Appendix E. A summary of the review of the Sanborn maps is presented below.

1919: The former SP railroad was shown on the maps. There was a grain storage and freight depot within the ROW between Gault Street and Sherman Way. A lumber yard and SP Passenger Station were located within the Project ROW between Valerio Street and Sherman Way. Areas adjacent to the Project ROW between Gault Street and Valerio Street consisted mostly of vacant parcels with a few residences and some agricultural facilities.

1927: Conditions on the 1927 Sanborn map appeared similar to the 1919 map, except an additional grain storage building and ice manufacturing facility were constructed on the Project ROW between Sherman Way and Valerio Street.

1932: Conditions on the 1932 Sanborn map appeared similar to the 1927 map.

4.7 HISTORICAL SUMMARY

According to the historical aerial photographs, historical topographic maps, city directories, and Sanborn maps, the SP railroad was in the same location within the Project ROW since before 1903. The southern portion of the Project ROW was used for a train passenger station, warehouses, lumber yards, and a concrete mixing plant from the 1920s to the present. From about the 1960s to the present, the central portion of the Project ROW between Sherman Avenue and Roscoe Boulevard was used for a concrete mixing plant, building materials storage, warehouses, general storage, and auto repair shops.

From 1900 until the 1920s, the adjacent land was generally vacant except for a few agricultural facilities and residences in the vicinity of Sherman Avenue. Development of the adjacent land (other than agricultural fields) progressed from the 1930s and 1940s at the southern end of the Project ROW in the area of Vanowen Street to Saticoy Street, consisting of agricultural facilities and residential dwellings. Generally, the existing industrial and commercial development progressed on adjacent land from south to north from the 1950s through the 1980s. During recent years, the Metro Canoga Orange Line Station was developed on the southern end of the ROW and commercial and residential redevelopment has been in progress in areas adjacent to the southern portion and at some major intersections. The Rocketdyne facilities near the southern end of the Project ROW were developed in the 1950s and 1960s. Rocketdyne structures east of Canoga Avenue were demolished between 1994 and 2007.

RECs identified on the adjacent properties from historic materials reviewed consisted of:

- Industrial warehouses, building materials yards, concrete mixing plants and auto repair facilities within the southern portion of the Project ROW between Vanowen Street and Roscoe Boulevard. (These facilities often used USTs for delivery and operating fuels.)
- Industrial development on adjacent properties between Vanowen Street and Roscoe Boulevard.
- The Rockwell aerospace manufacturing facilities (currently known as Rocketdyne) located upgradient of the southern portion of the Project ROW
- Auto service stations and repair shops at major intersections and within the Project ROW along the east side Canoga Avenue.

5.0 ENVIRONMENTAL DATABASE REVIEW

The purpose of the environmental database review was to obtain and review public records to identify activities at the Project site or surrounding properties that could indicate significant potential for RECs impacting the Project. The database information was obtained for this report by DYA through EDR. The Project Distribution Summary Table, Site Inventory Table, and Site Location maps from the EDR report are presented in Appendix F. Due to the large volume of supporting data, the detailed description of the database information for the sites identified is reproduced from the EDR report on a compact disc (Adobe reader format) in Appendix F.

In some cases, location information supplied by the database provider was insufficient to allow map coded facility locations. These facilities are listed under the unmappable section within the EDR report. A review of the unmappable facilities indicated that some of these facilities are within the research distance from the Project. These facilities are discussed under the appropriate database heading below.

5.1 PROJECT ROW

The following database listings were found to be associated with the Project ROW and are discussed within the respective sections below:

Los Angeles County Site Mitigation Database

Union Pacific Railroad - Burbank Branch/Metro
7900 Canoga Avenue
Canoga Park, CA 91304

LUST Database

Southern Pacific Railroad
7258 Canoga Avenue
Canoga Park 91303
Case No. 913030725

Calmat Facility
7001 Deering Avenue
Canoga Park 91303
Case No. 913030734

Jacobi Building Materials
21341 Vanowen Street
Canoga Park 91303
Case No. 913030907

UST Databases

Larry's Automotive
7800 Canoga Avenue
Canoga Park 91304

Southern Pacific RR
7258 Canoga Avenue
Canoga Park 91303

Case Hull Bros. Lumber Co.
21350 Sherman Way
Canoga Park 91303

Wilson's Canoga Feed
7101 Deering Avenue
Canoga Park 91303

Canoga Builders Supplies
7119 Deering Avenue
Canoga Park 91303

Calmat Facility, Former
7001 Deering Avenue
Canoga Park 91303

Skyline Concrete Sales
6969 Deering Avenue
Canoga Park 91303

Jacobi Building Materials
21341 Vanowen Street
Canoga Park 91303

5.2 FEDERAL NPL, CERCLIS AND CERCLIS/NFRAP SITES

The National Priority List (NPL) is the EPA database of uncontrolled or abandoned hazardous waste sites identified for priority remedial actions under the Superfund program. The Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) list contains sites that are either proposed to or on the NPL, and sites that are in the screening and assessment phase for possible inclusion on the NPL. No further remedial action planned (NFRAP) sites included under the CERCLIS listing are sites where following an initial investigation, there was no contamination found; if found, contamination was quickly removed; or

the contamination was not serious enough to require Federal Superfund action or NPL consideration.

No NPL sites, including proposed NPL, delisted NPL and NPL liens sites, were listed on the databases within the search radius. No CERCLIS sites were listed on the database within the ¼-mile search radius.

One CERCLIS/NFRAP site was listed within the search radius, identified as Rockwell International Corporation (Rocketdyne), 6933 Canoga Avenue, located on the southwest corner of the intersection of Canoga Avenue and Vanowen Street near the southern end of the Project ROW. The CERCLIS discovery date was in 1979 and the case was archived as NFRAP in 1985. The Rockwell facility includes the former Building 009 on a parcel adjacent to the west side of the Project ROW at the Metro Orange Line Canoga station. These facilities are on other state and local databases discussed in Sections 5.3, 5.5, 5.6, and 5.8.

5.3 FEDERAL RCRA GENERATOR, CORRACTS, AND TSD FACILITIES

Regulated hazardous waste activity is tracked under the Resource Conservation and Recovery Act (RCRA). Facilities that treat, store, or dispose (TSD) hazardous waste are listed in the RCRA TSD database. Facilities that generate at least 1,000 kilograms (kg; 2,200 pounds)/month of nonacutely hazardous waste or at least 1 kg (2 pounds)/month of acutely hazardous waste are tracked in the RCRA-LgGen database. Those facilities that generate less than 1,000 kg (2,200 pounds)/month of nonacutely hazardous waste or less than 1 kg (2 pounds)/month of acutely hazardous waste are tracked in the RCRA-SmGen database. RCRA facilities that have had a release of hazardous waste or constituents into the environment, for which the government is requiring corrective action, are tracked in the Corrective Action Tracking System (CORRACTS) database, while generators that are known to have violated RCRA regulations are tracked in the RCRA violations and enforcement (RCRA-Violator) database. These violations can be the result of paperwork problems and are not necessarily related to releases of hazardous material.

One RCRA TSD and RCRA CORRACTS facility was listed within the search radius, identified as Rockwell International Corporation (Rocketdyne), 6933 Canoga Avenue, located on the southwest corner of the intersection of Canoga Avenue and Vanowen Street near the southern end of the Project ROW. The facility was also known as Rocketdyne and, more recently, Boeing, and, currently, Pratt & Whitney.

According to the database listings, the main site was an aerospace research/development and guided missile/space vehicle manufacturing facility that caused soil and groundwater contamination in the area. The facility includes the former Building 009, 6620 Canoga Avenue, formerly located on a parcel adjacent to the west side of the Project ROW at the Metro Orange Line Canoga station. Building 009 was used as a final assembly facility in production and overhaul of rocket engines. The entire site was given high priority status in the 1980s and was subjected to corrective action soil and groundwater remediation in the 1990s. The most recent status for the main facility in the CORRACTS database is from 2003, in which is its status is described as "Migration of contaminated groundwater under control" and "current human exposure under control."

Environmental investigation and cleanup documents pertaining to the Rocketdyne facility, particularly Building 009 adjacent to the Metro Canoga Park Station, were provided to DYA by Metro (see Section 4.2) as a result of environmental assessment for development of the Orange Line station since 2003. These documents indicate that the main facility on the west side of Canoga Avenue caused soil and groundwater contamination by petroleum hydrocarbons and VOCs in shallow groundwater. Soil contamination at the main facility on the west side of Canoga Park was remediated to satisfy regulatory approval by soil excavation and removal in the 1990s. According to the reports, groundwater in the area has historically ranged between 10 to 20 feet bgs and flows northeasterly toward the Los Angeles River including the Project ROW in the vicinity of the Canoga Park Station and Vanowen Street.

Groundwater near the Project ROW was impacted from the contamination at the main facility. Groundwater extraction and treatment was implemented throughout most of the 1990s, resulting in regulatory approval for termination of extraction and treatment in 1998 in lieu of continued monitoring to track VOC residuals in the groundwater. According to the documents provided to DYA by Metro, residual monitoring as of 2003 indicated that VOCs remain in the groundwater beneath the ROW between the Canoga Park Station and Vanowen Street.

From 2003 to 2005, environmental assessment and remediation was implemented for the 4-acre parcel with the former Building 009 adjacent to the west side of the Project ROW between the Canoga Park Station and Vanowen Street. Soil contamination was identified and remediated by excavation and disposal. In March 2005, RWQCB issued a letter of NFA for the Building 009 facility, stipulating that groundwater monitoring was to continue for residual contamination in the

area from the main facility west of Canoga Avenue. Building 009 was subsequently demolished and the land was vacated to be incorporated by Metro.

In addition, DYA reviewed the RWQCB Spills, Leaks, Investigations, and Cleanups (SLIC) files for the Building 009 facility, described in more detail in Section 5.8. A copy of the most recent groundwater monitoring plan (Haley and Aldrich, 2006) indicates that low concentrations (<50 parts per billion [ppb]) of VOC (particularly Tetrachloroethylene [Perchloroethylene] [PCE]) may extend in shallow groundwater from the facility west of Canoga Avenue beneath the Project ROW in the area of Vanowen Street and Canoga Avenue and the Canoga Orange Line Station. No further investigation appears warranted for the former Building 009 parcel, other than continued groundwater monitoring by the responsible party for the former Rocketdyne facilities as required by the regulatory agency.

Eleven RCRA LgGen sites and 180 RCRA SmGen sites were identified within the ¼-mile search radius. Of these, only the sites located within the Project ROW or immediately adjacent to the ROW were considered as potential concerns for the Project. Two RCRA listings were identified for sites associated with the Project ROW: J. C. Transmission, 7800 Canoga Avenue, and Vista Sun Auto Body, 7000 Canoga Avenue. Based on observations by DYA during the September 20, 2007, site survey, both of these locations within the Project ROW are the subjects of RECs as described in Section 6.

Sites immediately adjacent to the Project ROW are limited to those located on the west side of Deering Avenue or Deering Court (odd-numbered addresses) or with addresses on the east side of Canoga Avenue (even-numbered addresses). The current condition of the adjacent sites was observed during the September 20, 2007, onsite survey of the Project ROW to assess for potential hazardous material concerns. No RECs were observed by DYA in relation to the RCRA generator listings.

5.4 FEDERAL ERNS AND STATE HMIRS INCIDENTS

The Emergency Response and Notification System (ERNS) is a national database containing records of releases of oil and hazardous substances reported to the EPA, US Coast Guard, National Response Center, and Department of Transportation since 1986. The State Office of Environmental Protection/Office of Hazardous Materials produces the California Hazardous Materials Incident Reporting System (HMIRS) database of reported hazardous material incidents

from accidental spills or releases. Generally, reporting a spill incident results in cleanup by responsible parties and/or agencies.

Nine ERNS incidents were identified within the ¼-mile search radius. Incidents immediately adjacent to the Project ROW are considered potential environmental concerns for the Project. Only one of these incidents was found to be immediately adjacent to the Project ROW, identified as 6625 Variel Avenue; as discussed further as an SLIC database case in Section 5.8. DYA reviewed the SLIC file and found that the site does not appear to have the potential to significantly impact the Project ROW, but the report in the file indicated that residual traces of VOC may remain in groundwater at the eastern side of the Canoga Park Metro Station from the former Rocketdyne facilities to the west of the Metro station.

Five HMIRS sites were listed within the ¼-mile search radius. None of the sites are located immediately adjacent to the Project ROW and are not considered an environmental concern for the Project.

5.5 STATE BEP, ENVIROSTOR, CAL-SITES & CORTESE DATABASES

The California Department of Toxic Substance Control (DTSC) produces the Bond Expenditure Plan (BEP) list of 1989 Hazardous Substance Cleanup Bond sites with funding. The DTSC maintains the Site Mitigation and Brownfield Reuse Program (ENVIROSTOR) database of sites that have known contamination or sites for which there may be reasons to investigate further, and the State Historic CAL-SITES list of sites previously investigated or currently under investigation that could be actually or potentially contaminated and presenting a possible threat to human health and the environment. The EDR database search also includes the State CORTESE database of hazardous substances release sites compiled from various other state agencies prepared by the State Office of Environmental Protection, Office of Hazardous Materials.

No BEP sites were identified by the database search within ¼-mile of the Project ROW.

One Historic Cal-Sites site was listed within the search radius, identified as Park Metal, 21608 Nordhoff Street, located over 1,000 feet west of the Project ROW. This site has been certified by DTSC as having been satisfactorily remediated; therefore, it is not a concern to the Project due to certification status and its distance from the ROW.

Four ENVIROSTOR sites were identified within the search radius. One of the ENVIROSTOR sites is Park Metal, described above as a Historic Cal Site that has been certified by DTSC as satisfactorily remediated. Two of the ENVIROSTOR sites are located on the west side of Canoga Avenue across the street from the Project ROW, and have both been given NFA status based on preliminary investigations and, therefore, are not likely to impact the Project ROW. The remaining ENVIROSTOR site is the Rockwell International (Rocketdyne) facility described in Sections 5.2 and 5.8.

Nineteen CORTESE sites were identified by the database within the ¼-mile search radius; all 19 sites are listed due to LUST cases (discussed in Section 5.6). Some CORTERSE sites are listed on other databases as well.

5.6 STATE UST, LUST, AND AST SITES

The State UST database is an inventory of regulated USTs, and the AST database is a listing of ASTs. The LUST database is a listing of confirmed or suspected releases from regulated USTs that have been reported to the WRCB. The WRCB California Facility Index (CA FID) database contains active and inactive UST locations. In addition, the Historic UST (HIST UST) list and Statewide Evaluation and Environmental Planning System (SWEEPS) UST list are provided by EDR.

Two ASTs were listed in the database within the ¼-mile search distance. None are immediately adjacent to the Project ROW; therefore, these AST sites are not a concern.

Twenty-two UST cases were listed within the ¼-mile search radius and 49 sites are listed on the HIST UST database. Ninety-three UST sites are listed within the CA FID database and 94 sites are listed on the SWEEPS database within the search radius (these two lists are virtually identical). Registered USTs that have not reported a release are generally not considered a significant environmental concern unless they are within, or immediately adjacent to, the Project ROW. Table 1 includes UST, CA FID, HIST UST and SWEEPS sites found to be within or adjacent to the Project ROW.

Table 1 - UST AND LUST LISTING

SITE NAME & ADDRESS	DATA-BASE	LOCATION	DISCUSSION
Rapid Rents Inc. 21538 Devonshire St. Chatsworth 91311	UST (FID & SWEEPS)	Adjacent to west side of ROW at Devonshire Street	UST removed; currently a strip mall; file review requested from LAFD. No UST file was found; no impact likely due to recent redevelopment of property.
LA Metro, Division 8 9101 Canoga Ave. Chatsworth, 91311 Case No. 913110870	LUST, UST	Across Canoga Ave west of ROW north side of Nordhoff	LUST, soil only, case closed; USTs approx 500 feet west. Geotracker gives case opened 1988, closed 1997. Not a concern due to status and distance from the Project ROW.
Ted Stein 21350 Nordhoff St. Chatsworth 91311	UST (FID & SWEEPS)	Adjacent to east side of ROW south of Nordhoff Street	UST removed; currently a strip mall; file review requested from LAFD. No UST file was found; impact not expected due to recent redevelopment of the site.
Clara Smith 8475 Canoga Ave. Canoga Park 91304 (El Monte? - Orphan) Case No. 000174	LUST	Across Canoga Ave west of ROW between Chase Street & Schoenborn Street	Laquer thinner; leak being confirmed in 1986 per database; file review requested from RWQCB; no file available; address not found during reconnaissance. Not likely to impact Project ROW due to nature of database listing and location across the street.
Salvation Army 21375 Roscoe Blvd. Canoga Park 91304 Case no. 913040661	LUST	Adjacent to east side of ROW, north side of Roscoe Boulevard	Soil only, case closed 1996; RWQCB file review requested; no file found; not likely to impact the Project ROW due to "soil only."
Larry's Automotive (currently Ovidios Auto Repair) 7800 Canoga Ave. Canoga Park 91304	Hist UST	Within Project ROW, north of Ingomar Street	LAFD file review found a "1,000-gallon" waste oil UST was installed in 1983; "550-gallon" waste oil UST was removed in 1997, soil borings were performed, No Further Action was required by LAFD. However, as much as 1,000 mg/kg TPH remained in soil beneath the auto service garage building, also hydraulic lifts; Phase II soil sampling is recommended.
Leif Ball Pipe & Supply 7811 Deering Ave. Canoga Park 91304	Hist UST	Adjacent to east side of ROW north of Keswick Street	LAFD file review found 10,000-gallon gasoline UST removed in 1998 more than 50 feet from Project ROW; LAFD closure; soil sampling in excavation was all nondetect. Unlikely to impact the Project.
California Landscape Inc. 7755 Deering Ave. Canoga Park 91304	UST (FID & SWEEPS)	Adjacent to east side of ROW north of Keswick Street	LAFD file review found 10,000-gallon fuel UST and 500-gallon waste oil UST removed in 1990, soil borings to groundwater at 33 feet found no contamination. Unlikely to impact the Project.
Winall No. 16 Shell 21403 Saticoy St. Canoga Park 91304 Case No. 913040525	LUST UST	Northwest corner of Saticoy Street and Canoga Avenue across from ROW	RWQCB file review: groundwater affected at 27 feet bgs, "pollution characterization" status; USTs replaced and remedial soil excavation in 1998; groundwater monitoring since 1996; November 2006 groundwater monitoring shows westerly gradient; Methyl tert-butyl ether (MTBE) maximum 550 parts per billion (ppb). Not likely to impact Project ROW.
New Tierra Del Sol 7505 Canoga Ave. Canoga Park 91303 Case No. 913030952	LUST	Southwest corner of Canoga Avenue and Cohasset Street, across from ROW	RWQCB file review: groundwater was affected; case was opened 1990 pollution was characterized in 2004; the testing showed MTBE less than 5 ppb; no action required; case closed in 2005. Not a concern due to closure and location across street.
Canoga Park District Maintenance Yard 7453 Canoga Ave. Canoga Park 91303 Case No. 913030861	LUST	West side of Canoga Avenue, south of Cohasset Street, across from ROW	RWQCB file review: opened in 1995, diesel piping leak; groundwater affected; MTBE detected at 19.4 ppb in 1998; no further record in database or on Geotracker. Not a concern due to location across the street, low contamination, and date of last action.

Table 1 - UST AND LUST LISTING

SITE NAME & ADDRESS	DATA-BASE	LOCATION	DISCUSSION
Pyramid Pipe & Supply 7423 Deering Ave. Canoga Park 91303	UST (Hist, FID & SWEEPS)	Adjacent to east side of ROW north of Valerio Street	LAFD file review found a 550-gallon waste oil UST was abandoned in place in 1982 about 30 feet west of the Project ROW; 6,000-gallon diesel UST was shown on a plan in 1994. Adjacent ROW investigated by soil vapor survey in 1990 (Section 4.1); per current manager, the USTs were removed in about 1998 with soil sampling performed; no significant contamination reported; not listed as LUST, no further investigation appears warranted.
Hull Bros. Lumber Co. 21350 Sherman Way Canoga Park 91303 Case No. 913030898	LUST Hist UST	Within ROW, southwest corner of Canoga Avenue and Sherman Way	RWQCB file review: groundwater affected; MTBE detected, last reported in database 2002; Geotracker gives monitoring/closure report Feb 2006; depth to groundwater 14 to 16 feet bgs, south gradient, MTBE only detected, max 12 ppb; Other offsite LUSTs are upgradient. No further action. Closure requested and is pending. Wells remain per the September 20, 2007, site survey; minor VOC in groundwater in the Project ROW. Case remains open; case closure has been requested.
Budget Rent a car 21339 Sherman Way Canoga Park 91303	UST (Hist, FID & SWEEPS)	Adjacent to east side of ROW North of Sherman Way	File Review requested from LAFD. No UST file was found; investigated by soil vapor survey in ROW in 1990 (Section 4.1); UST was 40 feet east of ROW; no evidence of onsite contamination; UST has been removed. No further investigation necessary.
Wortham Oil Shell Sta. 21404 Sherman Way Canoga Park 91303 Case No. 913030798	LUST UST (FID & SWEEPS)	Southwest corner of Sherman Way and Canoga Avenue	Database gives groundwater affected; remedial action plan in 2001; Geotracker shows no remediation, groundwater monitoring report in February 2007; depth to groundwater 14 to 16 feet bgs, southeast gradient; residual petroleum hydrocarbons may have minimal groundwater impact, low VOC concentrations. Due to distance from site, unlikely to impact the Project ROW.
Chevron #20-2018 21403 Sherman Way Canoga Park 91303 Case No. 913030970	LUST	Northwest corner of Sherman Way and Canoga Avenue.	RWQCB file review: database gives groundwater affected; confirm leak in 2004; Geotracker gives documents showing former Exxon station, 21401 (see next item) closed in 1997; southeast gradient, re-opened 2004 for MTBE; no significant change from 1997; low concentrations of Total Petroleum Hydrocarbons (gas); AND BTEX remain onsite; petroleum hydrocarbons may have minimal groundwater impact. Due to distance from site, unlikely to impact the Project ROW.
Exxon #7-3830 21401 Sherman Way Canoga Park 91303 Case No. 913030707	LUST	Intersection of Sherman Way and Canoga Avenue, Northwest corner	Database notes groundwater affected; case closed 1997; Geotracker and RWQCB review notes case opened in 1989; remediation by soil disposal and vapor extraction system & air sparging; case closed in 1997. (Same site as Chevron 21403 Sherman Way, see above); RWQCB file review found no additional information; see Chevron, 21403 Sherman, above.
International Motorcycle 7233 Canoga Ave. Canoga Park 91303 Case No. 913030752	LUST	West side of Canoga Avenue north of Sherman Way across from ROW	Database gives groundwater affected, case closed 1996. Geotracker gives case opened 1991, vapor extraction systems remediation reduced MTBE to 3 ppb; 1996 wells were abandoned. RWQCB file review found contamination contained onsite 200 feet west of Project ROW; no impact to Project ROW.

Table 1 - UST AND LUST LISTING

SITE NAME & ADDRESS	DATA-BASE	LOCATION	DISCUSSION
Southern Pacific RR 7258 Canoga Ave. Canoga Park 91303 Case No. 913030725	LUST UST (FID & SWEEPS)	Within ROW north of Sherman Way	RWQCB file review found 500-gallon UST removed from the northwest corner of "Irene's Ceramic Co." facility in 1990; case closed 1997. Borings found TPH as high as 1,300 ppm on top of groundwater at 17 feet; three wells monitored in 1995, 1996, and 1997 found no groundwater contamination. Three wells were destroyed in 1997. No further investigation needed. (RWQCB File included site plan of IT investigation in 1990).
Wilson's Canoga Feed (now Central Valley Builders) 7101 Deering Ave. Canoga Park 91303	UST (Hist,)	Within ROW between Sherman Way & Gault	LAFD file review found two 1,000-gallon fuel USTs removed in 1986; soil sampling was required but there was no record of sampling in file; USTs were located next to Deering Avenue, north of Gault Street (currently 7119 Deering Avene) Phase II recommended.
Canoga Builders Supplies (now Central Valley Builders) 7119 Deering Ave. Canoga Park 91303	UST (FID & SWEEPS)	Within ROW between Sherman Way & Gault	LAFD file review found one 1,000-gallon UST installed in 1957 and one in 1960; no other information. Based on historic information, these USTs appeared to be the same facility as 7101 Deering, previous item. Phase II recommended.
Calmat Facility, (now Catalina Pacific) 7001 Deering Ave. Canoga Park 91303 Case No. 913030734	LUST UST (FID & SWEEPS)	Within ROW at Hart St., north of Bassett Street	RWQCB file review; case closed as "low risk", no further action 2006; 10,000-gallon UST removed in 1986, 1,200-gallon UST in 1987; soil removed; groundwater monitoring 3 wells 1987-1994, 2001 and 2005, groundwater 12 to 17 feet bgs, southern gradient; low concentrations of fuel hydrocarbons may remain in soil and groundwater. Wells apparently destroyed, no access on September 20, 2007; concrete pavement observed
Skyline Concrete Sales (Now National Ready Mix) 6969 Deering Ave. Canoga Park 91303	UST (Hist., FID & SWEEPS)	Within Project ROW north of Bassett Street	LAFD File review found: permit to install one 280-gallon UST in 1956; permit to install one UST in 1966; one diesel UST abandoned in place with concrete fill in1966; permit for new fueling station in 1973; application for UST removal in 1988 with no further record of removal; one new 12,000-gallon UST installed in 1988; Phase II investigation recommended for remaining USTs.
Jacobi Building Materials 21341 Vanowen St. Canoga Park 91303 Case No. 913030907	LUST (UST SWEEPS)	Within ROW, northeast corner of Vanowen Street and Canoga Avenue	Database gives groundwater affected, case closed 2006; Geotracker and RWQCB file review gives UST removed 1996; groundwater monitoring in 2002-2005 showed no significant UST fuel contamination but VOC (74 ppb PCE) from Rocketdyne. Minimal groundwater impact on the Project ROW from Rocketdyne. Monitoring wells not observed September 20, 2007, site survey.
Redkin Laboratories Inc. 6625 Variel Ave. Canoga Park, CA 91303	UST (FID & SWEEPS)	Northeast of ROW Canoga Avenue Metro Station	Former UST was removed and investigated as part in redevelopment in the 1990s. See SLIC RWQCB file review below. No impact from facility to the Project ROW indicated. Groundwater impacted by VOC from upgradient Rocketdyne facilities.
Rockwell Int'l, Corp. Boeing 6633 Canoga Ave. Canoga Park 91303 Case No. 913030043	LUST UST	SW corner of Canoga Avenue and Vanowen Street	Solvent in groundwater from former USTs; refer to Section 5.3 for facility description; LUST case referred to SLIC program, Case 237A, Refer to SLIC cases in Section 5.8 for status and impact evaluation.

As indicated in Table 1, LUST and UST listings found to be of potential concern from the EDR database information were further evaluated by DYA by:

- File review at City of Los Angeles Fire Department UST archives.
- Internet review of LUST cases using the WRCB "Geotracker" online data information system.
- File review of LUST cases at RWQCB, Los Angeles Regional office, for cases where inadequate information was available from the Geotracker system.

Phase II surveys for remaining impacts from previous USTs and LUSTs are recommended at the following locations:

- Larry's Automotive (currently Ovidio's), 7800 Canoga Avenue: LAFD file review found a 1,000-gallon waste oil UST was installed in 1983; a 550-gallon waste oil UST removed in 1997; soil borings were performed; NFA required by LAFD. However, as much as 1,000 milligrams per kilogram (mg/kg) TPH remained in soil beneath the auto service garage building, as well as hydraulic lifts. Previous reports indicated there was once a clarifier may remain south of the building. Phase II soil sampling is recommended.
- Skyline Concrete Sales, (now National Ready Mix) 6969 Deering Avenue is located within the Project ROW north of Bassett Street. Permit files included an application for a permit for a new fueling station in 1973. An application was issued for a UST removal in 1988 with no further record of removal. One diesel UST was abandoned in-place with concrete fill in 1966. One new 12,000-gallon UST was installed in1988, which is currently active. A Phase II investigation recommended for the old remaining USTs.
- Cal Mat Concrete, 7001 Deering Street, was within the Project ROW at Hart Street, north of Bassett Street. Soil contamination from the LUST remains beneath a structure. A 10,000-gallon UST was removed in 1986 and a 1,200-gallon UST was removed in 1987. Soil was removed and three groundwater monitoring wells were installed in 1987 to 1994, 2001, and 2005. Groundwater was measured to be 12 to 17 feet bgs; the groundwater moves in a southern gradient. Low concentrations of fuel hydrocarbons may remain in soil and groundwater. A Phase II investigation is recommended.
- 7101/7119 Deering Avenue (formerly Wilsons Canoga Feed, currently Valley Builders): LAFD files were reviewed and found two 1,000-gallon fuel USTs were removed in 1986. A soil sampling was required but there was no record of sampling in file. USTs were located

next to Deering Avenue, north of Gault Street (currently 7119 Deering Avenue). A Phase II investigation is recommended.

- Hull Bros. Lumber Company, 21350 Sherman Way, is located within the Project ROW at the southwest corner of Canoga Avenue and Sherman Way. Groundwater wells still remain per DYA's September 20, 2007, site survey. Minor volatile organic compounds in groundwater in the Project ROW. The case remains open; case closure has been requested. Phase II investigation recommended.

5.7 STATE TOXIC PITS AND LANDFILL SITES

The Solid Waste and Landfill (SWLF) database is a collection of known regulated and unregulated landfill, transfer, or incinerator facilities. The Toxic Pits database is a list of sites identified by the WRCB as impoundment cleanup sites.

No Toxic Pits or were identified within the ¼-mile search radius.

Two SWLF sites were identified, consisting of a public utility transfer stations located west of Canoga Avenue. These sites are not likely to impact to the Project

5.8 EDR PROPRIETARY & SUPPLEMENTAL LISTS

The EDR report includes several EDR proprietary databases and additional non-ASTM California databases that may contain sites that impact the Project. These databases include: Los Angeles County Site Mitigation, RWQCB SLIC, Manufactured Coal Gas Plants, Dry Cleaners, and voluntary cleanup program (VCP) sites.

The California RWQCB, Los Angeles Region, provides a database of sites outside other RWQCB programs recommended for site mitigation on the SLIC list. Twenty-three SLIC sites were identified in the database. Of these 23 SLIC sites, the following three sites were identified that could potentially impact the Project based on the location and status of the sites:

- Chatsworth Investors, Inc., 21415-21605 Plummer Street Canoga Park, SLIC Case No. 1126: this site is located on the northwest corner of the intersection of Plummer Street and Canoga Avenue, across Canoga Avenue from the Project ROW. DYA obtained an electronic copy of a case closure NFA letter issued by RWQCB for this case dated July 12,

2007, from the WRCB Geotracker online data information system. According to the NFA letter, soil and groundwater was investigated from the early 1990s through 2006. poly chlorinated bephenyls (PCBs) were identified in shallow soils and remediated by excavation and disposal. Groundwater monitoring indicated the depth to groundwater was on the order of 70 feet bgs with a southeasterly gradient (toward the Project ROW). Low concentrations of VOC found in the onsite groundwater monitoring wells were attributed to upgradient (northeast), offsite sources. Onsite PCB contamination in shallow soils has been mitigated and, therefore, would not impact the Project ROW. However, low concentrations of certain VOC (TCE, MTBE, cis 1, 2 DCE and 1,1 DCE) found in groundwater monitoring at the site that were left untreated could be present in groundwater beneath the Project ROW.

- SG Housing Project, 6625 Variel Avenue, Canoga Park, Case No. 0447: the site is currently a multi-family housing development occupying the land adjacent to the east side of the Metro Canoga station area south to east of Kittridge Street and Elton Street. DYA reviewed the SLIC project file at RWQCB on August 29, 2007. The site was developed from agricultural land in 1964 for use as a part of the former Rocketdyne aerospace manufacturing facilities west of the Metro station. The former SP Railroad ROW was used as an open, common area between the facilities on either side of the railroad. The facility was used for industrial purposes by the former Redken Laboratories, Inc. from 1977 until the recent re-development. The site was investigated during the mid-1990s for soil and groundwater contamination, including locations of a former UST and a clarifier previously removed from the site. Low concentrations of VOCs (DCE and acetone) were found in groundwater monitoring in 1995 and were attributed to the Rocketdyne facilities to the west (upgradient). There has been no further environmental investigation or cleanup action required or performed since that time. The site does not appear to have the potential to significantly impact the Project ROW, but residual traces of VOC may remain in groundwater from the former Rocketdyne facilities to the west.
- Rockwell International Corp. (Rocketdyne), 6633 Canoga Avenue, SLIC Case No. 237A: this facility and the environmental investigation and cleanup history up until 2003 is described in Section 5.2. DYA reviewed the SLIC project file at RWQCB on August 29, 1997, to obtain additional information on the status of environmental investigations since 2003 for the existing Rocketdyne facility located on the west side of Canoga Avenue, south of Vanowen Street. File contents since 2003 consisted of an annual groundwater monitoring report dated November 2005 using the remaining wells on the facility. Groundwater was reportedly 15 to 19 feet bgs and flows to the north-northeast (toward the Project ROW near the intersection of Vanowen Street and Canoga Avenue), similar to

previous monitoring. Low levels of VOC remain within the facility. The file also contained a groundwater monitoring report dated October 2006 (Haley & Aldrich, 2006) that included 21 single-event, depth-specific cone penetration tests (CPT) groundwater samples in addition to sampling from 36 of 45 existing monitoring wells. The most recent sampling reported concluded low levels of VOC remain onsite, including possible offsite sources on the southern side. The report recommended that the existing groundwater monitoring workplan be revised to include sampling that is more representative of current site conditions. Based on this and previous investigations described in the sections above, it appears that, in general, VOCs in groundwater beneath the Project ROW have been adequately mitigated. However, very low concentrations (below or near maximum contaminate level) of some VOC may be detectable in the shallow groundwater beneath the Project ROW if the groundwater is extracted.

The Los Angeles County Site Mitigation Log provides a list of sites with records of site investigation and cleanup not applicable to other agencies provided by LAC-PHI. Two sites were listed within the database search. One of the sites was found to be a metal plating business located on the west side of Canoga Avenue. No further investigation appears warranted for that facility. The other site was identified as an address within the Project ROW, described as follows:

- UPRR - Burbank Branch/Metro, 7900 Canoga Avenue, Canoga Park: DYA performed a file review at LAC-PHI, on August 29, 2007. The file provided for review was for a facility located one block east of 7900 Deering Avenue. Review of that file found no impact on the Project ROW. Upon further inquiry, none of the personnel at the LAC-PHI office could provide any further information regarding a file for 7900 Canoga Avenue and the inquiry was referred to the LAC-PHI inspector office in the western San Fernando Valley. On August 30, 2007, DYA contacted the LAC-PHI inspector for the Canoga Park area, Ms. Sheena Sevarino (818-364-6184), who retrieved a file for the subject address of 7900 Canoga Avenue. She reported by telephone that the file contained routine inspections for a vehicle maintenance facility and that the file contained no indication of suspected soil contamination, subsurface investigations, or cleanup. Based on the DYA site survey of September 20, 2007, the facility is currently occupied by Valley Truck Repair and another unidentified vehicle maintenance service. As described further in Section 6, Phase II soil sampling is recommended for the area due to surfaces staining and above-ground storage of vehicle maintenance fluids.

A list of dry cleaners was compiled from EPA ID numbers and standard industrial codes. Seven dry cleaner addresses were identified within the ¼-mile search radius. Of these, only sites immediately adjacent to the Project ROW and not included on other databases for investigation and cleanup are considered as potential environmental concerns; one such site was identified as GPI Motosports, 9940 Canoga Avenue, Suite 111. Based on observations by DYA during the site survey, there is no longer a building at this location. It is currently the southern portion of the Chatsworth Metrolink Park-and-Ride parking lot, which has been subjected to previous environmental assessment.

A database of former manufactured gas plants (MGP) or "coal gas" facilities is provided in the EDR report. No former coal gas sites were identified within the search radius.

The DTSC also provides a list of VCP sites of low threat level properties, with either confirmed or unconfirmed releases, where the project proponents have requested that DTSC oversee investigation and/or cleanup activities. No VCP sites were identified within the ¼-mile search radius.

6.0 PROJECT SITE RECONNAISSANCE

6.1 VISUAL OBSERVATIONS

Mr. Halbert, Certified Engineering Geologist (CEG), performed a visual reconnaissance of the general Project area on August 6, 2007. Mr. Halbert performed an onsite survey of accessible facilities on leased parcels within the Project ROW on September 20, 2007. Photographs taken during the site visits are presented in Appendix G. The weather was clear and sunny on both days with temperatures in the range of 70 to 90 degrees Fahrenheit. During DYA's onsite reconnaissance of land use within the ROW on September 20, 2007, the following was observed:

Victory Boulevard to Vanowen Street: The ROW consists of the existing Orange Line Busway and parking lot. The Busway passes east-to-west through the Canoga Park-and-Ride. The Project ROW is covered by AC pavement for the existing Orange Line Busway and canopy terminal and the Canoga Park-and-Ride parking lot.

Vanowen Street to Sherman Way: The Project ROW width in this segment extends from Canoga Avenue on the west side to Deering Avenue on the east side. The Los Angeles River Flood Control Channel crosses the Project ROW approximately 500 feet north of Vanowen Street. There is an existing railroad bridge crossing the Los Angeles River. The ROW south of the Los Angeles River is divided into two parcels: the eastern parcel is unpaved and occupied by Jacobi Building Materials (21314 Vanowen Street), a supplier of stone and brick landscaping products; the western parcel is paved, occupied by Green Scene landscaping services (6810 Canoga Avenue). Both businesses store 5-gallon buckets of masonry grout products, but no evidence of hazardous materials or other REC was observed.

North of the Los Angeles River, the west side of the Project ROW facing Canoga Avenue is occupied by the Masonry Club (7000 Canoga Avenue) on the south end, an unidentified solid waste transfer facility (no address available, assumed to be approximately 7100 Canoga Avenue) in the central area, and a retail costume store and auto trader warehouse near Sherman Way (23150 Sherman Way, southeastern corner of Canoga Avenue/Sherman Way intersection). The Masonry Club is a landscaping service that operates a diesel fueling area using two 55-gallon plastic drums on a pallet within a covered area on a concrete slab, with no secondary containment. The Masonry Club also stores used railroad ties. At the time of the September 20, 2007, site visit, the waste

transfer facility was being serviced by a laborer who was unable to provide any specific information about the facility. The waste transfer facility was an unpaved strip of land with numerous roll-off bins and several dumpsters, mostly filled with demolition debris. There were piles of uncontained demolition waste on the southern end. There were also at least two localized areas being used for vehicle maintenance. These two parcels (Masonry Club and waste facility) are recommended for Phase II sampling in shallow soils at the fueling area, vehicle maintenance areas, and areas of stained soils or stained pavement. Evidence of regulatory compliance for operation of a waste transfer facility is also recommended for the waste facility.

The costume shop on the southeastern corner of the intersection of Sherman Way and Canoga Avenue has several groundwater monitoring wells in the southwestern corner of the lot. The wells remain from monitoring for the LUST case at Hull Brothers Lumber, a previous occupant of the parcel. Phase II activities are recommended for regulatory closure finalization of the case and destruction of the wells.

The eastern side of the Project ROW, from north of the Los Angeles River to Sherman Way, is occupied by two concrete batch mixing plants on the southern portion (currently National Ready Mix, 6969 Deering Avenue, and Catalina Pacific, 7001 Deering Avenue). The northern end is occupied by Cruz Construction contractor yard (7101 Deering Avenue) and Central Valley Lumber building materials (7119 Deering Avenue). There is a narrow strip of land in the center of the northern portion of the Project ROW east of the lumber yard that is used for unattended storage of automobiles.

The southern ready mix plant (National) has one active 10,000-gallon diesel UST and some above-ground lubricating drums for vehicle maintenance in the northeastern corner of the parcel. According to the management, the UST is monitored and tested and there is no indication of leaking. LAFD records indicate one diesel fuel UST was abandoned in-place at an unspecified location in 1966. The northern ready mix plant (Catalina Pacific) was closed and locked at the time of DYA's survey and there was no access. Two large tanks that appeared to be former USTs were observed stored on the surface in the corners of the Catalina Pacific facility. According to LUST file records for the Catalina Pacific facility, soil impacted by low concentrations of petroleum hydrocarbons remains. According to National's management, both ready mix parcels were paved with concrete during the past four or five years. No former monitoring wells were observed, but some unobserved wells may remain. A Phase II subsurface investigation is recommended for the

concrete ready mix areas to check for remaining USTs and remaining monitoring wells, and to investigate any remaining soil contamination.

LAFD files indicate that the Central Valley Lumber parcel (formerly Wilson's Canoga Feed Canoga Builders, 7101-7119 Deering Avenue) had a record of two USTs removed in 1986 from the central eastern area. The LAFD file indicates that soil sampling was to be performed during UST removal, but there was no record of soil sampling in the LAFD file. Phase II subsurface soil sampling is recommended for the former USTs.

The Cruz Construction parcel was observed to have evidence of vehicle maintenance activities in the northeastern corner and there were oil stains on the AC pavement and unpaved areas. Phase II sampling of shallow soils is recommended in the stained areas of this parcel.

Sherman Way to Saticoy Street: The Project ROW between Sherman Way and Wyandote Street is a narrow strip approximately 65 feet wide and flanked by a new, unoccupied commercial strip center facing Canoga Avenue on the west and small light industrial businesses facing Deering Avenue on the east. The ROW was fenced, locked, and being used to store vehicles. Other than possible minor stains from parked vehicles, no environmental issues were observed in the ROW at the time of DYA's onsite survey. North of Wyandote, the Project ROW widens to 100 feet to the east to Canoga Avenue, including a small parking lot for a Starbucks coffee shop. From the coffee shop north to Valerio Street, the eastern side of the Project ROW facing Canoga Avenue is occupied by Star Construction contractor yard (7320 Canoga Avenue). The Star Construction parcel was observed to have unlabeled 55-gallon drums stored, scattered oil stains, and fueling trailers. Phase II sampling of shallow soils is recommended in the stained areas of this parcel. A narrow strip of the Project ROW west of the Star Construction parcel between Wyandote Street and Valerio Street is used for unattended storage of vehicles.

One area of concern was observed on the eastern side of the Project ROW immediately south of Valerio Street. This area is apparently being used by a painting service, presumably Galvin Painting, 7357 Deering Avenue, located immediately adjacent to the east end of the ROW. At the time of the survey, DYA observed storage of five unlabeled 55-gallon drums and paint stains on the gravel surface within an 10-foot-diameter area. Phase II soil sampling and analysis appears to be warranted for this area.

From Valerio Street north to within approximately 300 feet of Saticoy Street, the Project ROW is divided into three north-south strips. The eastern 40-foot-wide strip, facing Canoga Avenue, is used to store unattended rental trucks. The central strip, 30 feet wide, was fenced and locked and is used to store unattended automobiles. The western 30-foot-wide strip is used as a rear storage area by adjacent light industrial and commercial businesses facing Deering Avenue, including Pyramid Pipe and Supply, 7423 Deering Street. The manager of Pyramid Pipe and Supply was interviewed regarding former USTs on the site as described above in previous sections. Two unlabeled drums that appeared to contain oily liquid were observed at the southern end of the unattended truck storage eastern strip immediately north Valerio Street. These drums should be properly disposed of by the tenant. No other environmental issues were observed within these areas during the September 20, 2007, survey. The Project ROW area within 300 feet south of Saticoy Street was used by a used auto sales business on the major portion facing Canoga Avenue, with unattended vehicle storage on the narrow strip east of the used auto sales lot.

Saticoy Street to Roscoe Boulevard: The southern portion of this segment from Saticoy Street north to where Deering Avenue veers east is occupied by a long narrow self storage building on the western side facing Canoga Avenue and unattended vehicle storage within a secured area on the eastern side. The parcels north of the self storage building on the eastern side of the Project ROW are occupied by several contractor yards and vehicle maintenance yards, whereas the eastern portion continues as a secured, unattended area used for storage of unattended vehicles and portable storage containers. DYA was unable to access any of the storage areas along the eastern side of the ROW during the September 20, 2007, site survey due to locked fences. The business contractor yards along Canoga Avenue included several areas that were also closed, locked, and were not accessible. Observations from available vantage points indicate some of these areas have unlabeled drum storage and oily stains on the ground surface. Vehicle maintenance yards included a concrete block auto maintenance garage with five hydraulic lifts and a waste oil storage area (Ovidios, 7800 Canoga Avenue), and two other vehicle repair yards at 7900 Canoga Avenue were observed storing containers of vehicle fluids and had oily stains on the ground surface. A used auto sales lot occupies the area within 200 feet south of Roscoe Boulevard. These areas from north of the self storage structure to Roscoe Boulevard are recommended for Phase II shallow soil sampling in drum storage areas, hydraulic lifts, work areas, and stained soils areas to evaluate the extent of possible soil contamination.

Roscoe Boulevard to Nordhoff Street: The Project ROW between Roscoe Boulevard and Nordhoff Street is vacant except for a small portion north of Roscoe Boulevard used for an auto

sales lot and rear storage for a Salvation Army store. An existing railroad bridge crosses the Santa Susana Wash flood channel between Parthenia Street and Osborne Street.

Nordoff Street to Plummer Street: The Project ROW between Nordhoff Street and Plummer Street is vacant land except for a used railroad tie sales facility on the northern end of this segment. Approximately 13 unlabeled, 55-gallon drums were observed within the central area of the railroad tie storage area. The ground surface is covered with gravel. Shallow Phase II soil sampling is recommended for the railroad tie and drum storage area to test for wood preservation chemicals in the soil.

Plummer Street to Devonshire Street: The ROW merges with the Metrolink railroad north of Plummer Street and includes the Chatsworth Metrolink Station between Lassen Street and Devonshire Street. The Metrolink parking lot and a child care facility are located adjacent to the east side between Lassen Street and Devonshire Street. There was a vacant lot with remnants of concrete building foundations on the northernmost portion of the Project ROW. No environmental concerns were observed within this segment.

6.2 HAZARDOUS SUBSTANCES

Evidence of hazardous substances, unlabeled drums, and petroleum hydrocarbons was observed at several locations within or adjacent to the Project ROW during the site reconnaissance as described in Section 6.1 at the following locations:

- Masonry Club, stone and brick building materials, 7000 Canoga Avenue: this facility has two 55-gallon diesel fuel containers in a shed in the northeastern corner on a pallet on concrete floor; the drums have no secondary containment or labeling and there are oil stains on the parcel. There are also used, treated railroad ties.
- Cruz Construction, 7101 Deering Avenue, construction contractor yard (818-341-9633): this parcel has a small maintenance area in the northeastern corner with oil stains on the ground and AC pavement in the northeastern corner.
- An unidentified solid waste transfer facility (no address available, assumed to be approximately 7100 Canoga Avenue) in a narrow strip on the east side of Canoga Avenue, approximately halfway between Vanowen Street and Sherman Way. Phase II sampling in shallow soils at the vehicle maintenance areas and areas of stained soils or stained pavement is recommended. Evidence of regulatory compliance for operation of a waste

transfer facility is also recommended for the waste facility, including verification that no hazardous materials have been stored or disposed of onsite.

- The Costume Shop (formerly Hull Bros. Lumber Co.), 21350 Sherman Way, within the ROW, on the southwest corner of the intersection of Canoga Avenue and Sherman Way; LUST monitoring wells remain and the case remains open; the wells should be destroyed upon closure of the case.
- The eastern side of the Project ROW facing Canoga Avenue, Wyandote Street to Valerio Street, is occupied by Star Construction contractor yard (7320 Canoga Avenue). The Star Construction parcel was observed to have unlabeled 55-gallon drums stored, scattered oil stains and fueling trailers. Phase II sampling of shallow soils is recommended in the stained areas of this parcel.
- The area on the eastern side of the Project ROW immediately south of Valerio Street is apparently being used by a painting service, presumably Galvin Painting, 7357 Deering Avenue, located immediately adjacent to the eastern portion of the ROW area. At the time of the survey, DYA observed storage of five unlabeled 55-gallon drums and paint stains on the gravel surface within an approximately 10-foot-diameter area. Phase II soil sampling and analysis appears to be warranted for this area.
- Two unlabeled drums that appeared to contain oily liquid were observed at the southern end of the unattended rental truck storage on the east side of Canoga Avenue just north of Valerio Street. These drums should be properly disposed of by the tenant.
- The segment of the ROW along the eastern side of Canoga Avenue where Deering Avenue veers east (no address, 7700 block of Canoga Avenue) is occupied by several contractor yards and vehicle maintenance yards that included several areas which were closed, locked, and unaccessible. Observations from available vantage points indicate some of these areas have unlabeled drum storage and oily stains on the ground surface. Phase II shallow soil sampling is recommended.
- 7800 Canoga Avenue contains an operating auto repair garage ("Ovidios") within the Project ROW, north of Ingomar Street that includes a concrete block garage with about six bays, with at least five underground hydraulic lifts. There is also a waste oil and waste oil filter storage area on the south side of the building using five 55-gallon drums for storage; the waste oil materials are recycled by a service. The area has oil stains on the concrete surface. A clarifier was also shown south of the building in a Holguin Fahan & Associated report (1990). According to a previous UST closure report, as much as 1,000 mg/kg TPH remained in soil beneath the auto service garage building. Phase II soil sampling is

recommended for the hydraulic lifts within the building, the waste oil area at the south side of the building and the clarifier area south of the building.

- 7900 Canoga Avenue: this parcel has a truck repair canopy with concrete pavement; there was a waste oil and parts cleaning 100-gallon waste storage container next to the office building; the operator stated that the waste materials are recycled by Demeno Cardoon with manifests. There is also another vehicle repair parcel adjacent to Valley Trucking that was unoccupied at the time of DYA's site visit. There are scattered oils stains on the ground surfaces. Shallow Phase II soil sampling is recommended in the storage and maintenance areas.
- A large quantity of used railroad ties for sale to the public was observed stored at the northern end of the vacant ROW between Prairie Street and Plummer Street. There were also unlabeled drums in the area. The ground surfaced is covered with gravel. Further Phase II investigation to determine if petroleum hydrocarbons or hazardous chemical have been used in the area is recommended; if usage of such materials in the area has occurred, Phase II shallow soil sampling is recommended.

6.3 UNDERGROUND AND ABOVE GROUND STORAGE TANKS

The southernmost ready mix plant (National Ready Mix, 6969 Deering Avenue) has one active 10,000-gallon diesel UST and some above-ground lubricating drums for vehicle maintenance in the northeastern corner of the parcel. According to the management, the UST is monitored and tested and there is no indication of leaking. LAFD records indicate that one diesel fuel UST was abandoned in-place (grout filled) at an unspecified location in 1966, and it is unclear in the records reviewed if this UST was ever removed.

The Masonry Club, stone and brick building materials, 7000 Canoga Avenue, has two 55-gallon diesel fuel containers in a shed in the northeastern corner on a pallet on concrete floor; the drums have no secondary containment or labeling and there are oil stains on the parcel. Phase II shallow soil sampling is recommended in this AST area.

6.4 PCB-CONTAINING EQUIPMENT

Older electrical transformers may contain PCBs. New pad-mounted transformers were observed adjacent to the MTA Canoga Park Orange Line station. No other pad transformers were observed

within or adjacent to the Project ROW. Electrical power north of the station is provided from pole-mounted units.

6.5 RAILROAD TIES

Railroad ties are commonly treated with various chemicals for preservation, including but not limited to creosote, pentachlorophenol and metallic arsenates. Upon removal during construction, railroad ties remaining within the former railroad bed in the ROW may either become a product suitable for reuse or a waste product. Upon removal, railroad ties designated for reuse should be managed as "Treated Wood Waste" (TWW) in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386. Railroad-tie materials designated for disposal should be considered potentially hazardous TWW and should be managed and disposed in accordance with Title 22 Section 67386. In addition, railroad ties previously salvaged and stored for reuse at various locations within the Project ROW should be managed as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.

6.6 PRELIMINARY ASBESTOS EVALUATION

A survey for ACM included was performed for buildings within the Project ROW in 1991 (Holguin Fahan & Associates, Inc.). The survey included structures at the following locations:

- 8330 Canoga Avenue, Truck Company Auto Sales
- 8222 Canoga Avenue, Car Corner Auto Sales
- 8100 Canoga Avenue, West Valley U-Cart
- 7900 Canoga Avenue, Valley Truck Repair
- 7800 Canoga Avenue, Armours Auto Service
- 7700 Canoga Avenue, Canoga Self-Storage
- 7604 Canoga Avenue, Canoga Imports
- 7552 Canoga Avenue, Rent-It
- 7444 Canoga Avenue, Family Motors

Of these buildings, ACM was detected only in spray-on ceiling texture at 8222 Canoga Avenue, Car Corner Auto Sales.

ACM may be present in the building material demolition debris observed at the waste transfer facility between Vanowen Street and Sherman Way. Suspect ACM at this location should be verified and properly disposed of by the tenant.

Structures within the ROW should have a comprehensive ACM inspection for suspect ACM prior to demolition.

6.7 AERIALLY DEPOSITED LEAD

Soils adjacent to paved areas within the Project corridor may contain aerially deposited lead (ADL) from vehicle exhaust. Areas within the proposed Project corridor where soil may be disturbed during construction should be tested for ADL in accordance with Caltrans ADL testing guidelines.

6.8 LEAD BASED PAINT

Potential lead based paint (LBP) was not observed. If the final construction alternative involves the demolition of existing structures, the structures should be evaluated for suspect LBP. Lead and other heavy metals such as chromium may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials should be tested for LBP prior to removal.

6.9 ARESENIC FROM WEED CONTROL

Near-surface soils within the railroad ROW may contain arsenic from weed killers (herbicides) commonly used in the past by railroads for weed control. The existing Metro Orange Line from North Hollywood Station to the Canoga Park and Ride Station encountered total arsenic concentrations between 0.99 to 546 mg/kg along the previous railroad ROW. The total arsenic concentrations were above the presumed background total arsenic concentration of 11 ppm for the area. Metro and the California Department of Toxic Substance Control (DTSC) agreed on a plan to use a site-specific action level of 50 ppm for the site. Soils with arsenic levels above 50 ppm were removed and disposed of offsite according to State disposal guidelines. Soils with arsenic between 11 and 50 ppm were considered as having elevated levels of arsenic and were required to be managed to prevent migration of arsenic to water supplies as well as exposure to humans.

7.0 LIMITATIONS

This report is an instrument of service of DYA and includes limited research, a review of specified and reasonable ascertainable listings, and a site reconnaissance to identify recognized environmental conditions.

This report was prepared in general compliance with the CEQA and NEPA guidelines for evaluating environmental impacts due to hazardous waste during construction. ASTM E 1527 was used as a basis of general procedures followed in preparation of this ESA but was not explicitly applied. The purpose of this assessment is limited to identification of the potential impacts of hazardous substances during construction of a transportation alignment.

REC are defined under ASTM standards as: “the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property.” These standards and this report do not address other environmental conditions such as geologic or geotechnical hazards. DYA’s ESA was performed in accordance with generally accepted practices of the profession undertaken in similar studies at the same time and in the same geographical area; DYA observed a degree of care and skill generally exercised by those of the profession under similar circumstances and conditions.

This study and report has been prepared on behalf of and for the exclusive use of the Client solely for its use and reliance in the environmental assessment of this Project site. The Client is the only party to which DYA has explained the risks involved and which has been involved in the shaping of the scope of services needed to satisfactorily manage those risks, if any, from the Client’s point of view. Accordingly, reliance on this report by any other party may involve assumptions whose extent and nature lead to a distorted meaning and impact of the findings and opinions related herein. DYA’s findings and opinions related in this report may not be relied upon by any party except the Client. With the consent of DYA and the Client, DYA may be available to contract with other parties to develop findings and opinions related specifically to such other parties’ unique risk management concerns related to the Project site.

8.0 QUALIFICATIONS OF PREPARER

This assessment was performed by Mr. Gary Gilbert, Professional Engineer (P.E.), under the supervision of Mr. Gary J. Halbert, CEG, with a combined experience of over 20 years in managing environmental assessments and mitigation. Mr. Gilbert's and Mr. Halbert's resumes are presented in Appendix H.

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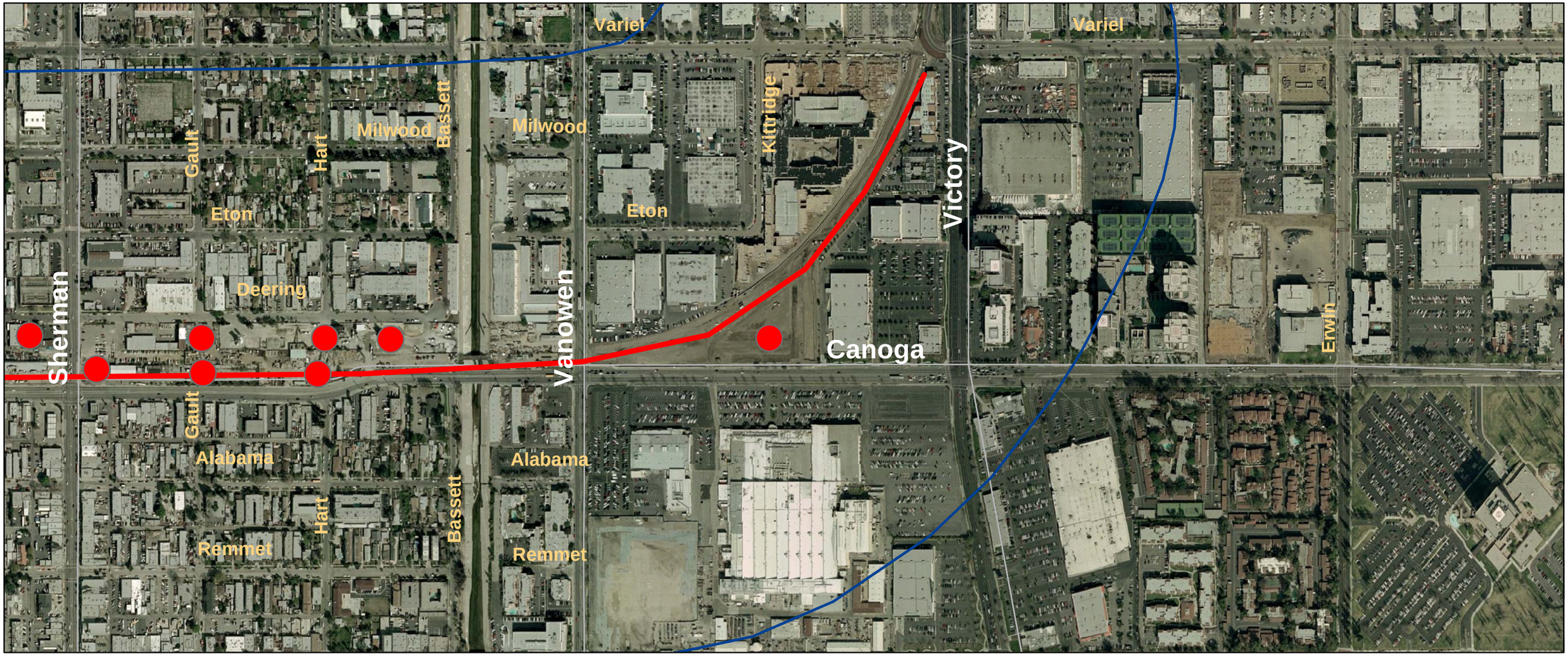
APPENDIX A
VICINITY MAPS



EXPLANATION

Proposed Route

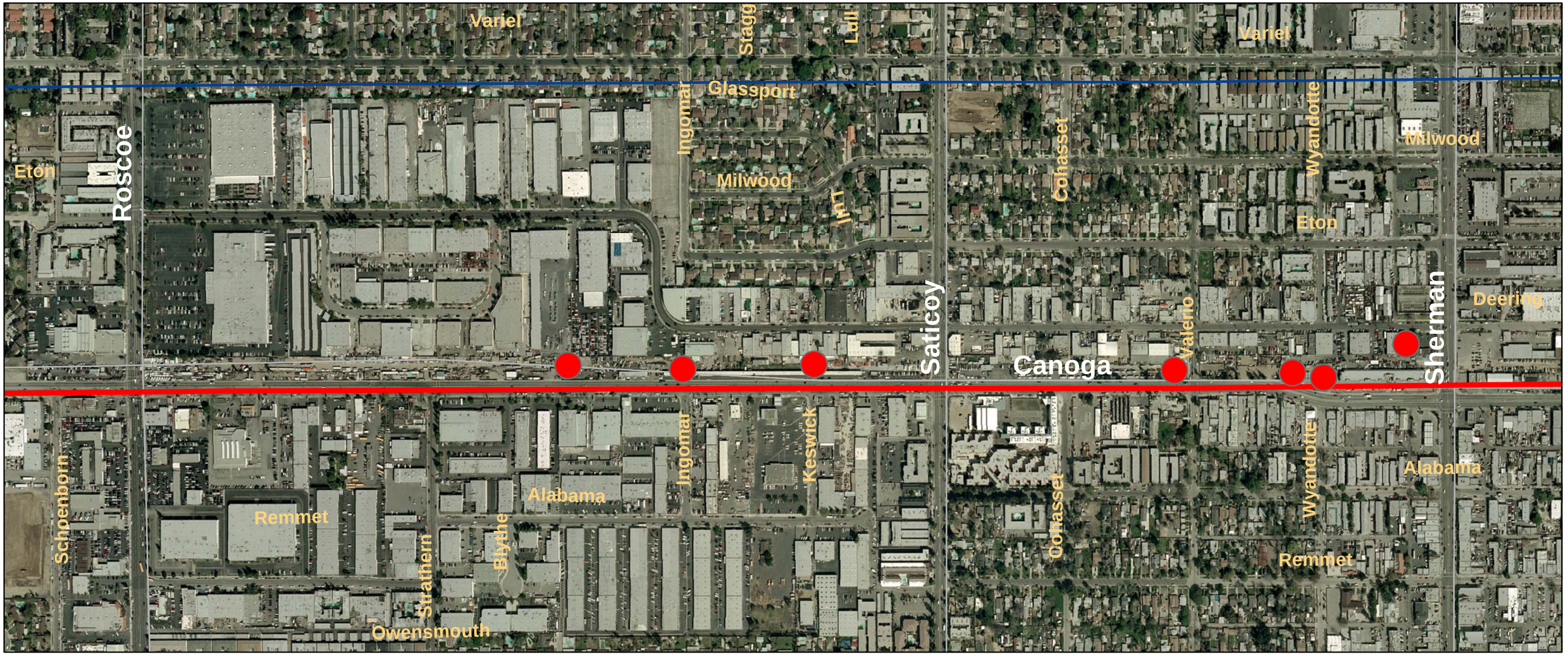
Approximate Location of Potential REC

Feet

0 250 500

Victory to Sherman

A1



EXPLANATION

Proposed Route

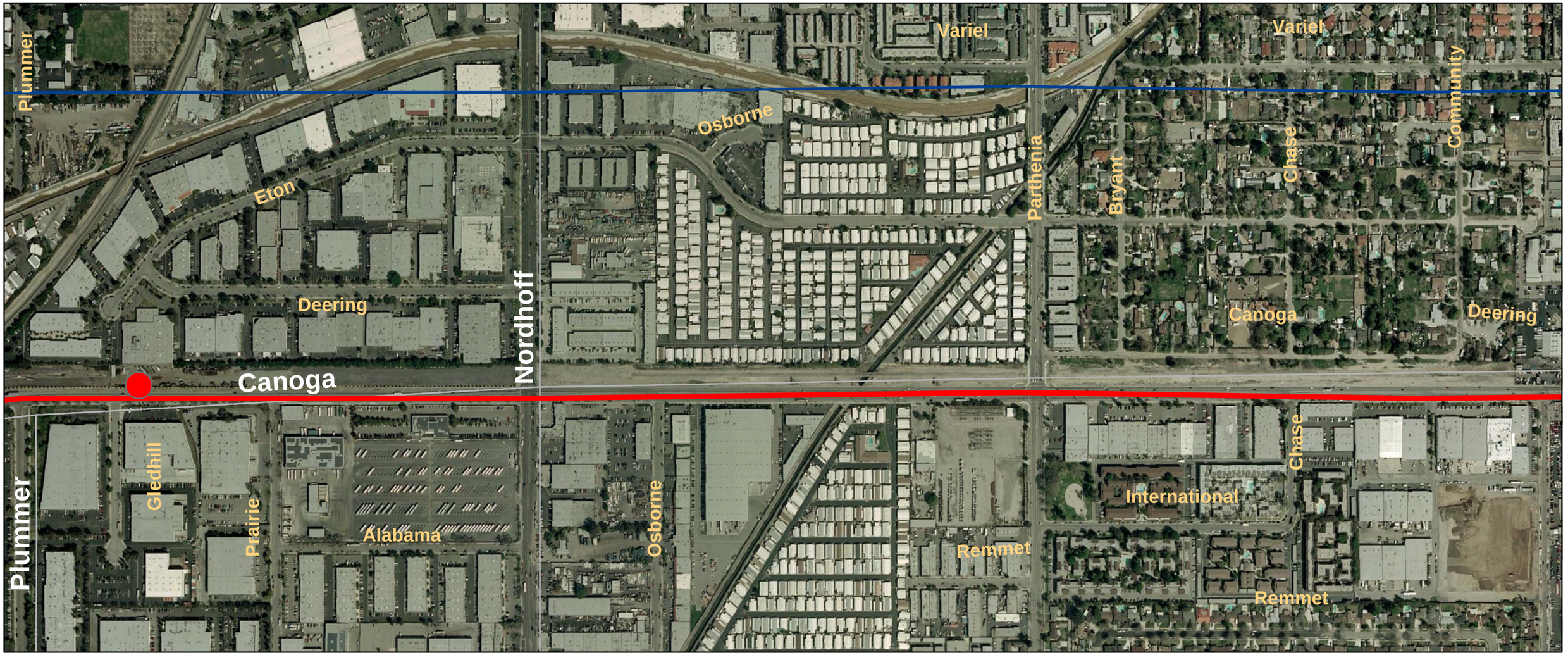
Approximate Location of Potential REC

Feet

0 250 500

Sherman to Schoenborn

A2



EXPLANATION

Proposed Route

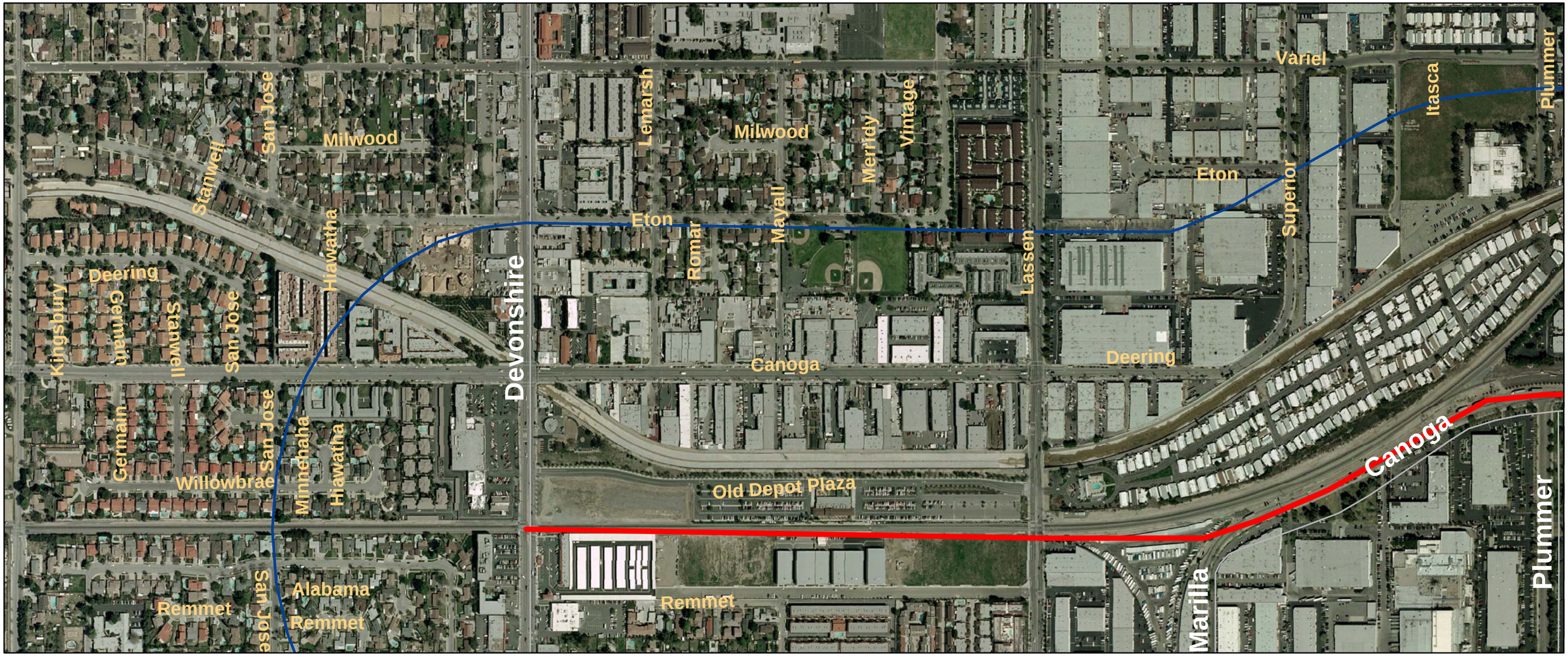
Approximate Location of Potential REC

Feet

0 250 500

Schoenborn to Plummer

A3



EXPLANATION

Proposed Route

Approximate Location of Potential REC

Feet

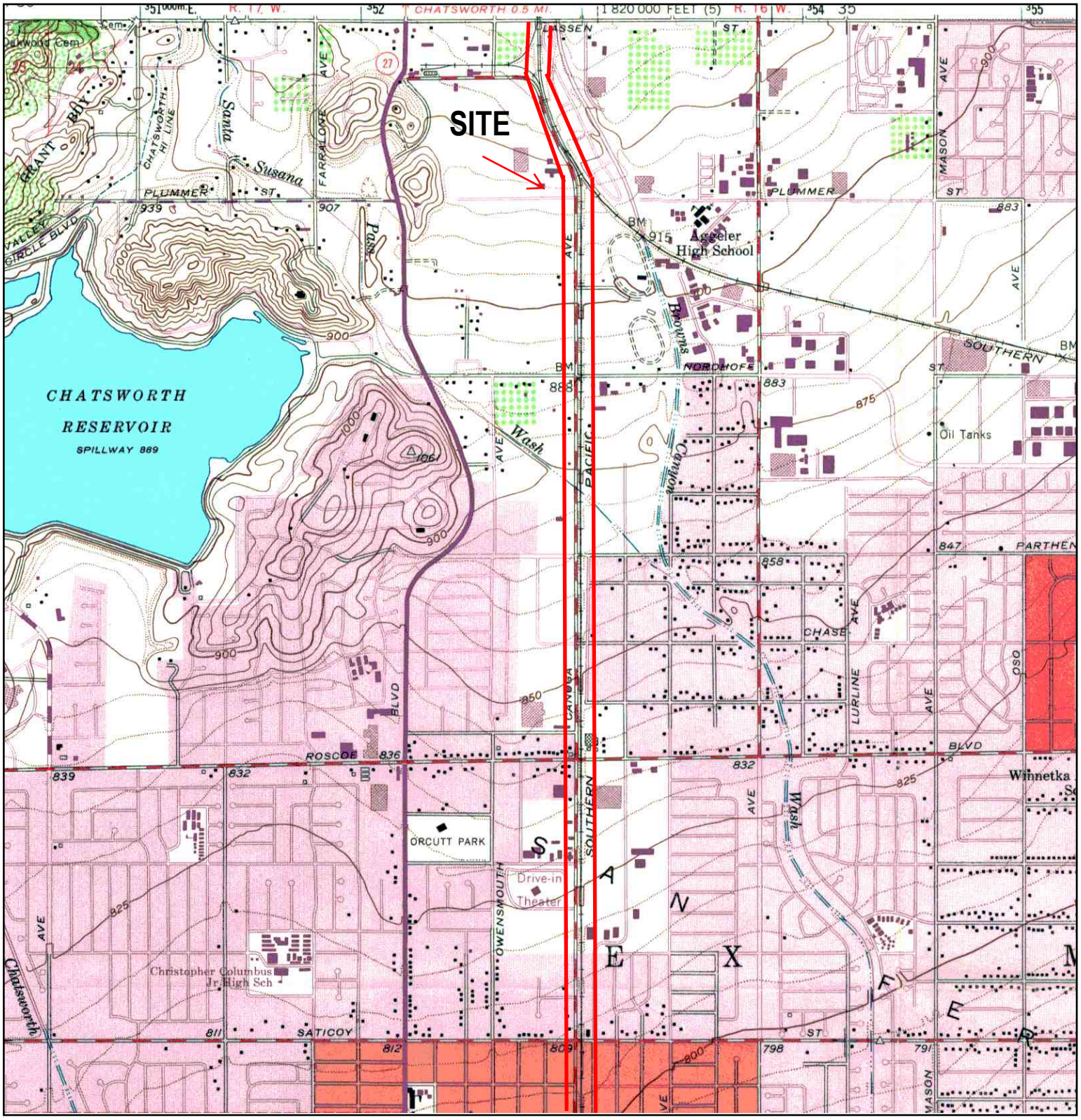
0 250 500

Plummer to Devonshire

A4

APPENDIX B
TOPOGRAPHIC MAPS

Historical Topographic Map



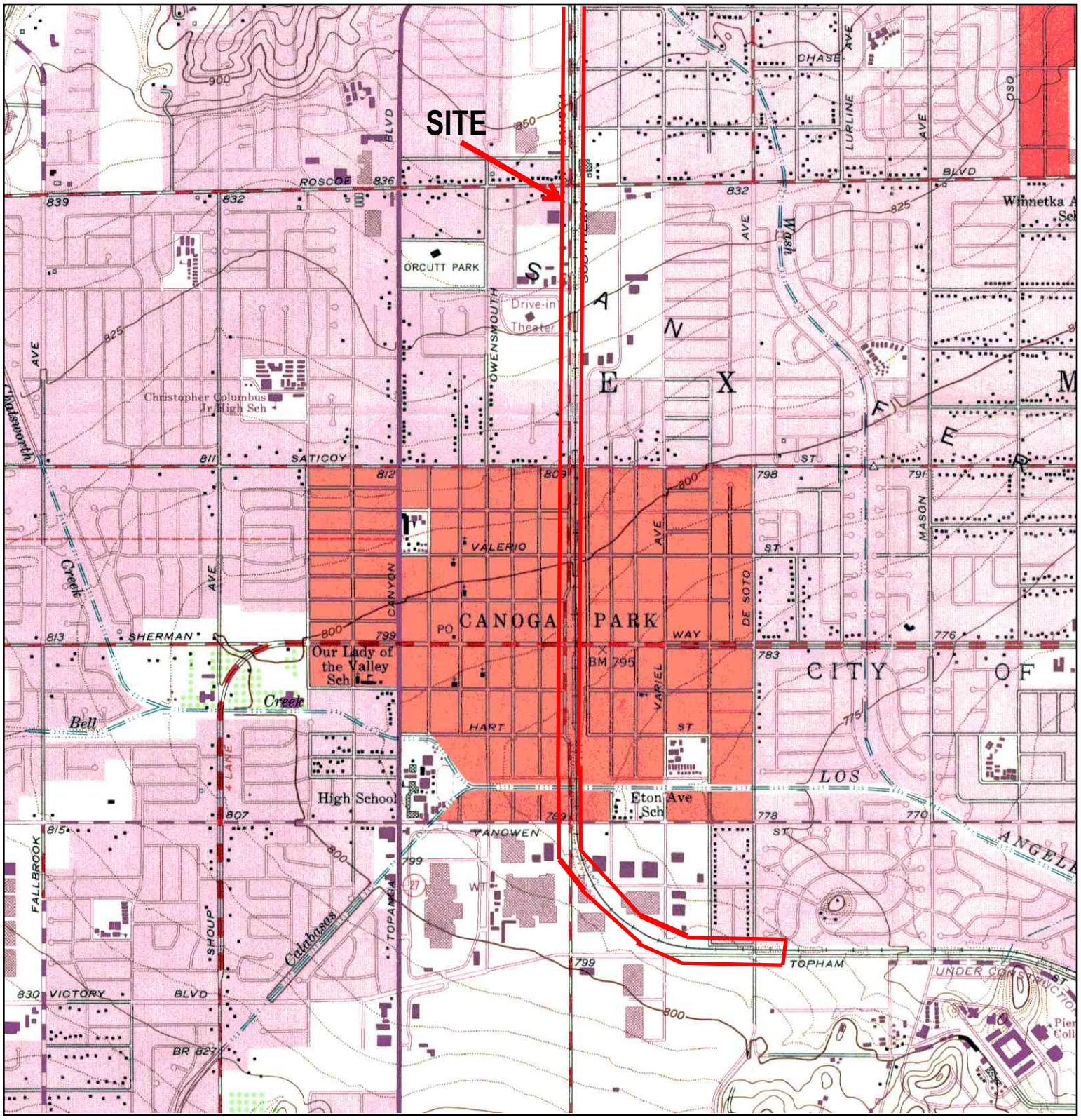
See Plate B2

N

TARGET QUAD		SITE NAME:	MTA Orange Line Corridor	CLIENT:	Diaz-Yourman & Associates
NAME:	CANOGA PARK	ADDRESS:	6500-10000 Canoga Ave	CONTACT:	Gary Halbert
MAP YEAR:	1967		Canoga Park, CA 91311	INQUIRY#:	1988304.4
PHOTOREVISED FROM:	1952	LAT/LONG:	34.2356 / 118.597	RESEARCH DATE:	07/26/2007
SERIES:	7.5				
SCALE:	1:24000				

PLATE B1

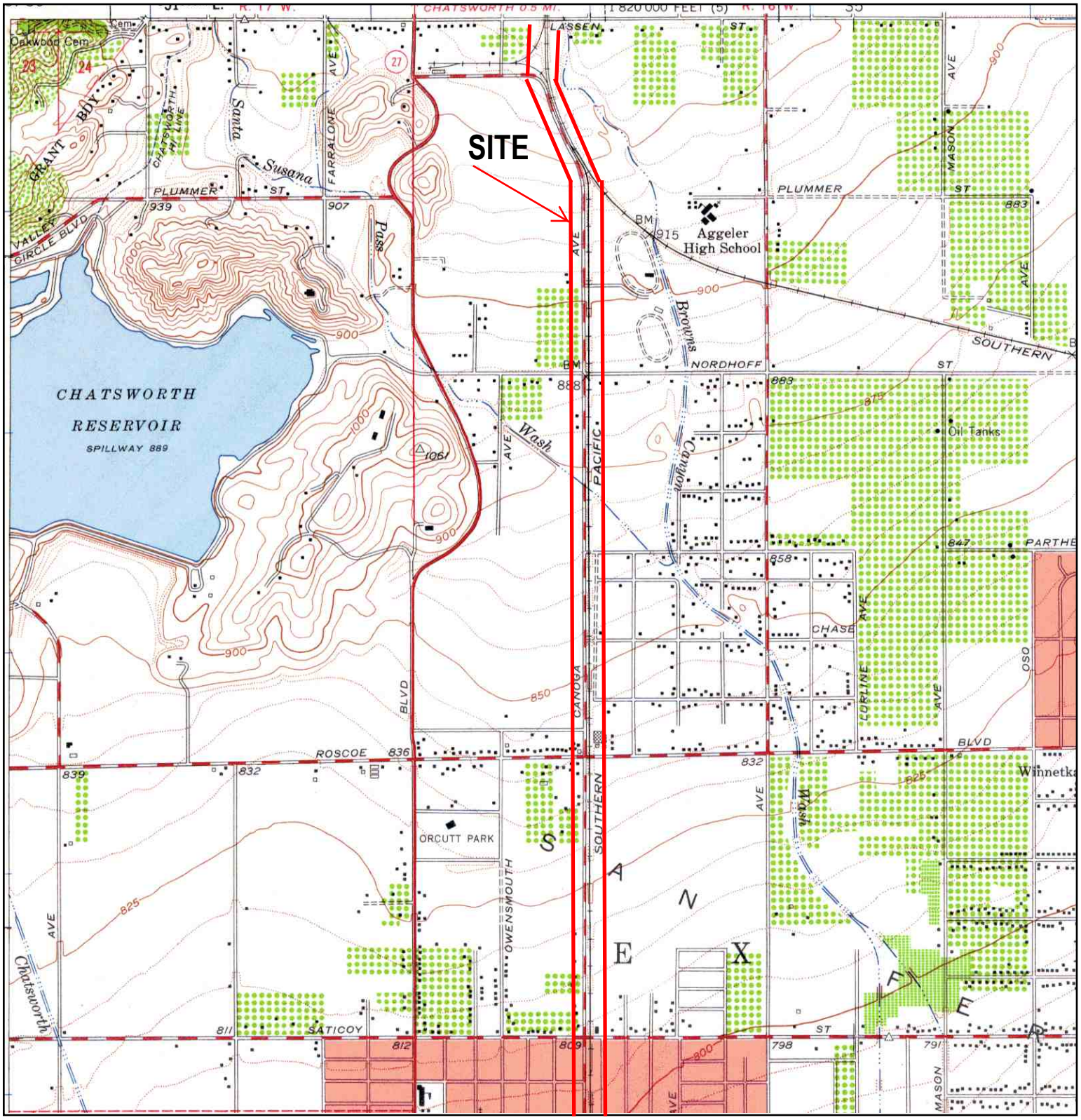
Historical Topographic Map



N	TARGET QUAD NAME: CANOGA PARK MAP YEAR: 1967 PHOTOREVISED FROM:1952 SERIES: 7.5 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE B2

Historical Topographic Map

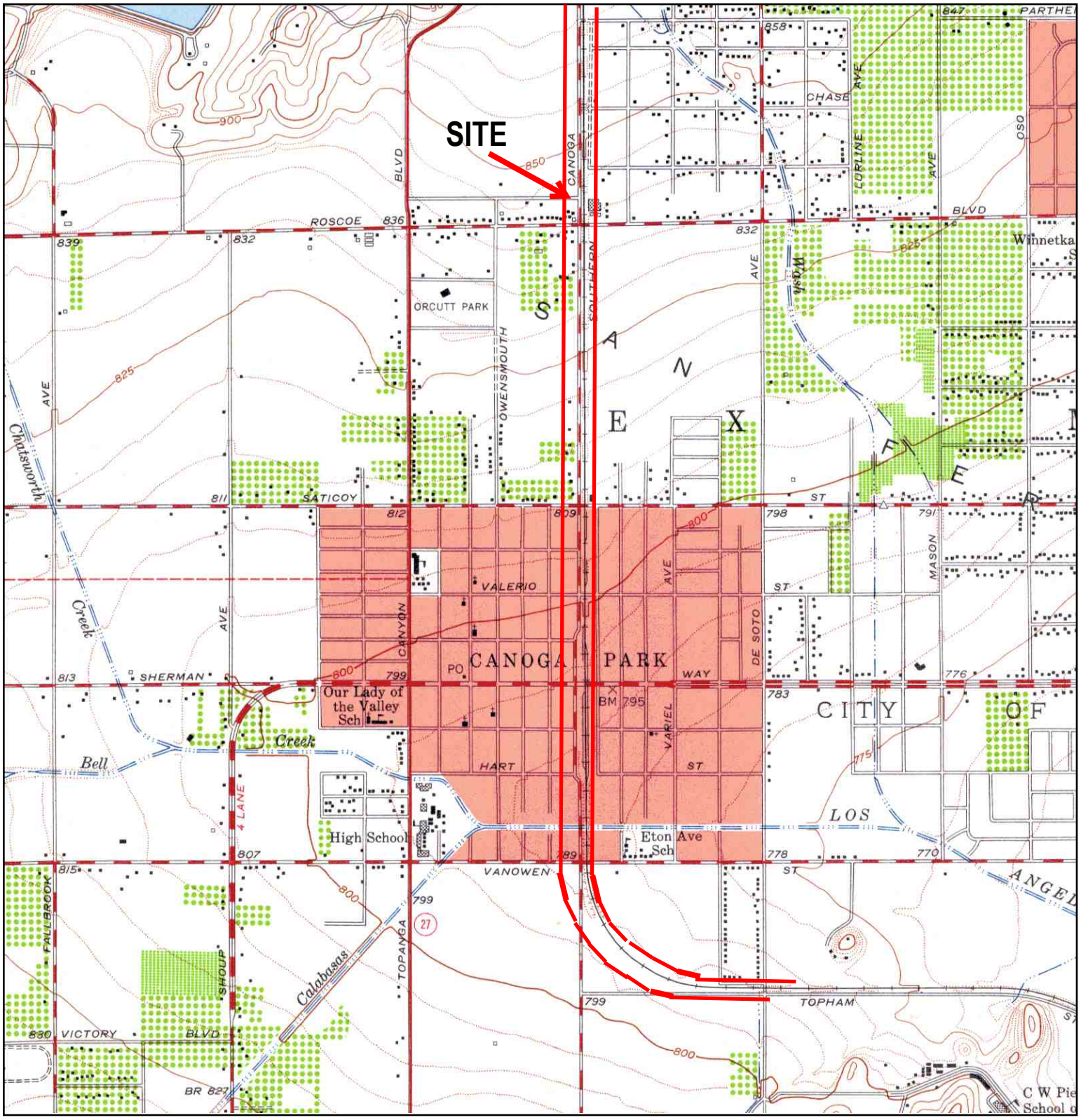


See Plate B4

N	TARGET QUAD NAME: CANOGA PARK MAP YEAR: 1952 SERIES: 7.5 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE B3

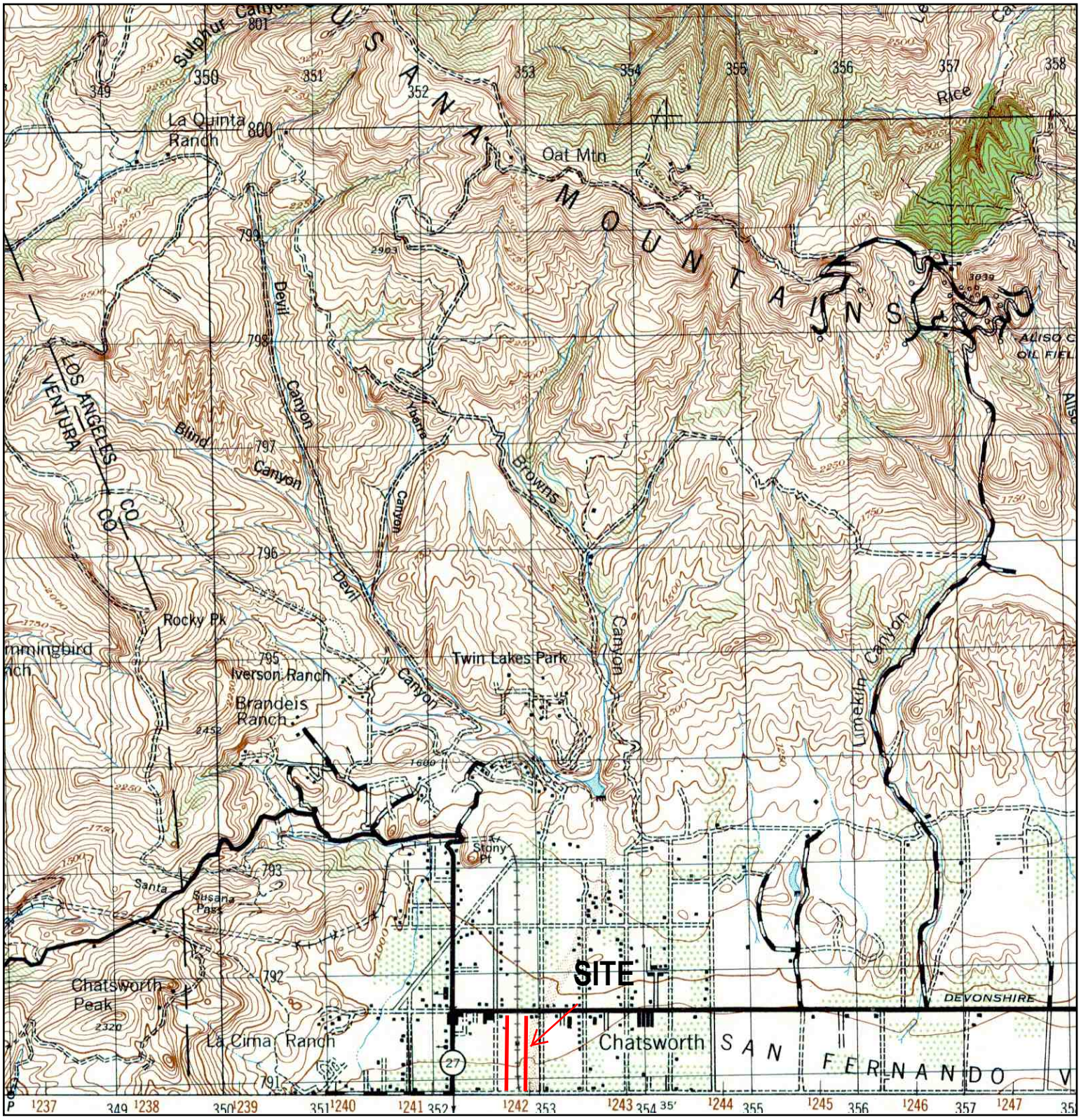
Historical Topographic Map



N	TARGET QUAD NAME: CANOGA PARK MAP YEAR: 1952 SERIES: 7.5 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE B4

Historical Topographic Map

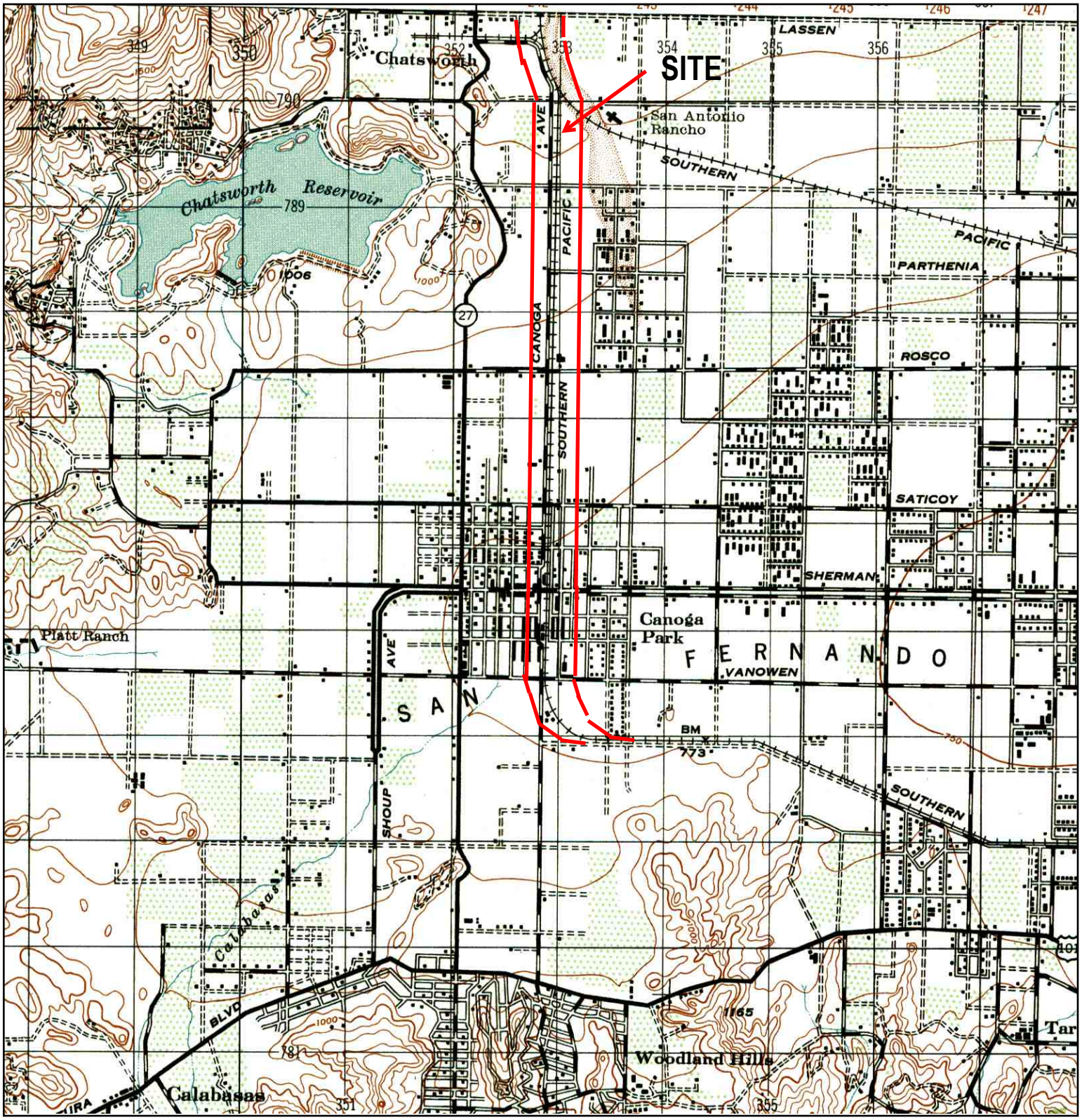


See Plate B6

N	TARGET QUAD NAME: SANTA SUSANA MAP YEAR: 1947 SERIES: 15 SCALE: 1:50000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE B5

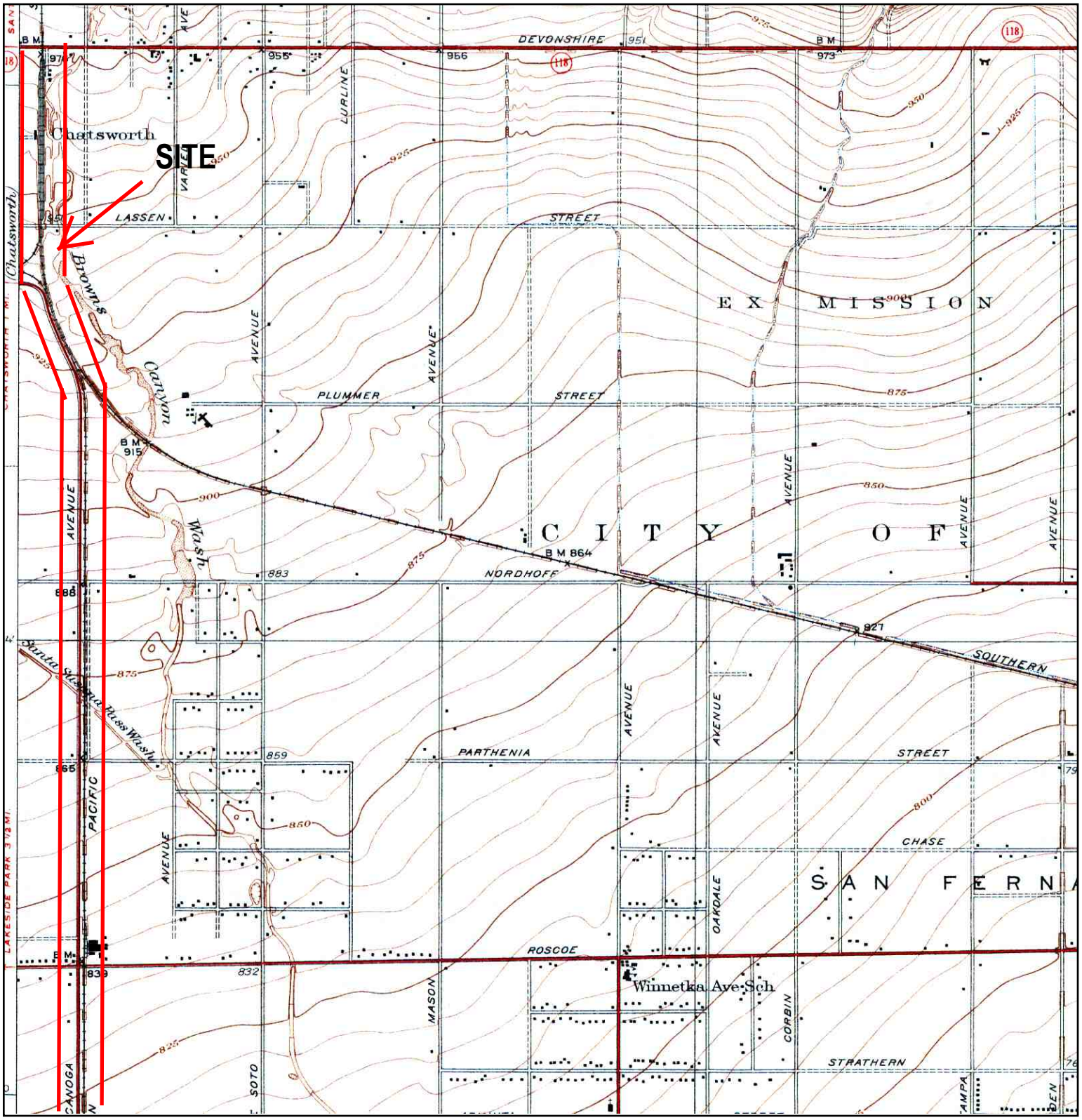
Historical Topographic Map



N	TARGET QUAD NAME: CALABASAS MAP YEAR: 1947 SERIES: 15 SCALE: 1:50000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE
B6

Historical Topographic Map

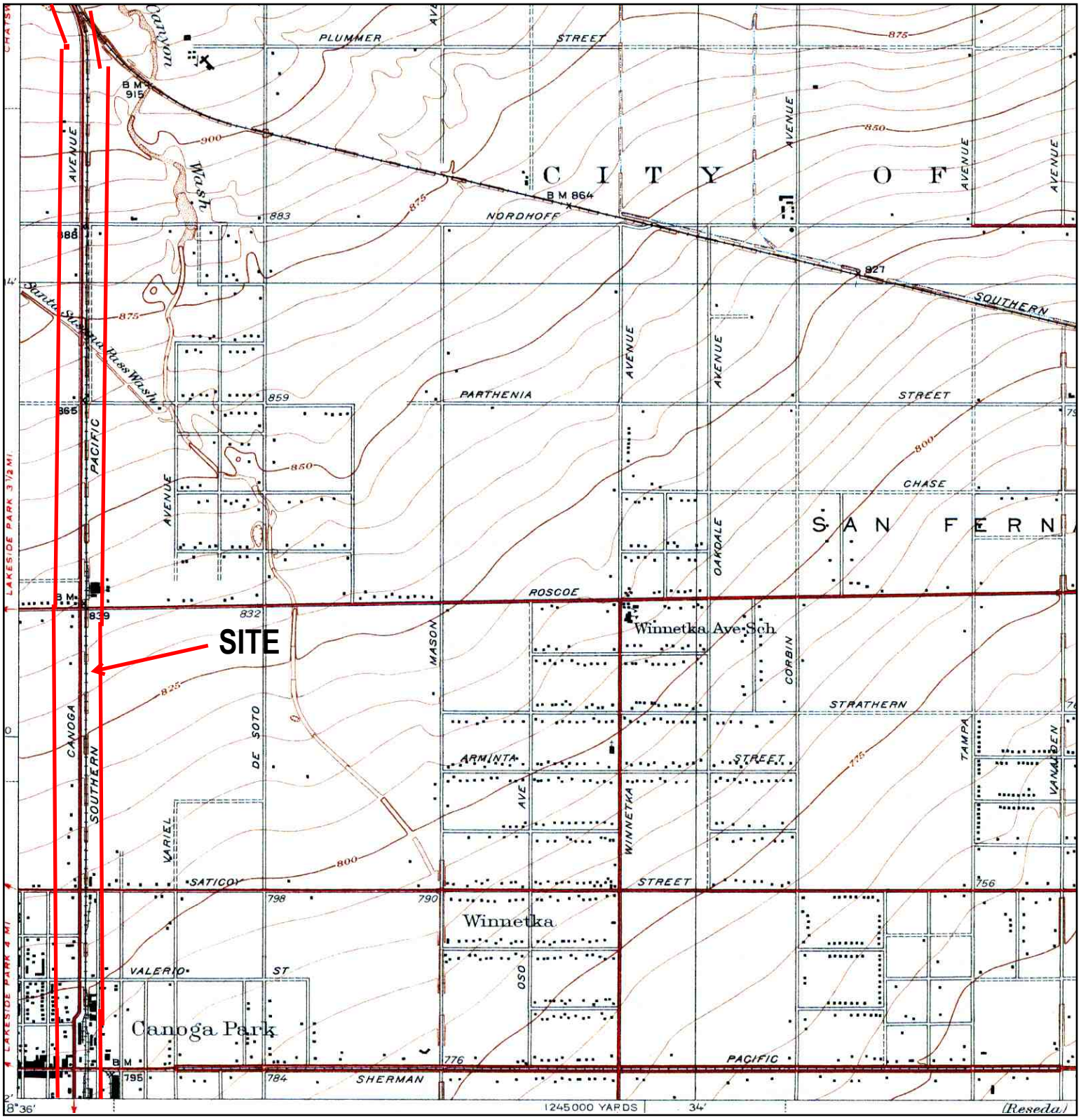


See Plate B8

N	TARGET QUAD NAME: ZELZAH MAP YEAR: 1941 SERIES: 6 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

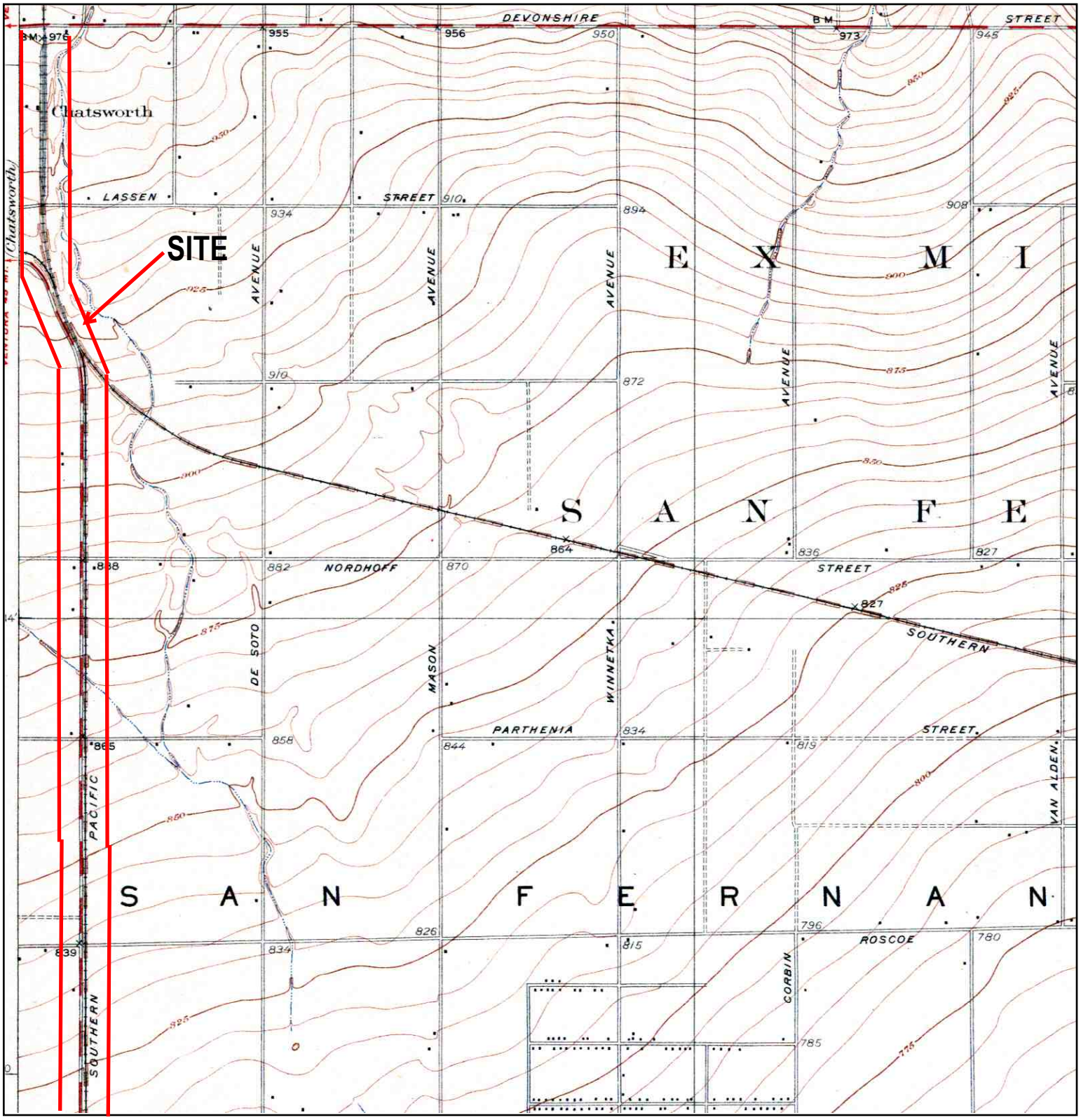
PLATE B7

Historical Topographic Map



N	TARGET QUAD NAME: ZELZAH MAP YEAR: 1941 SERIES: 6 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007	PLATE B8

Historical Topographic Map

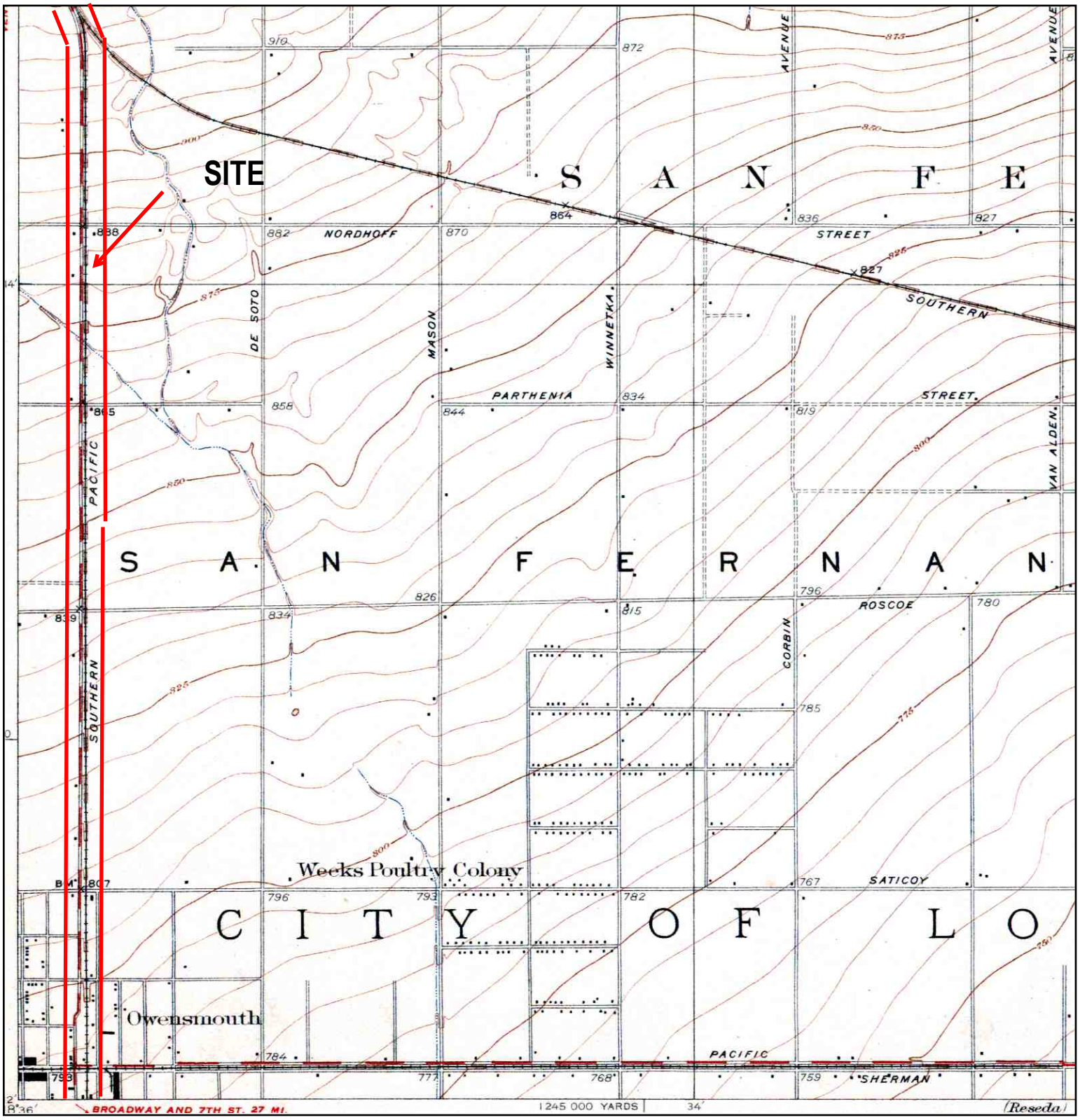


See Plate B10

N	TARGET QUAD NAME: ZELZAH MAP YEAR: 1928 SERIES: 6 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE B9

Historical Topographic Map

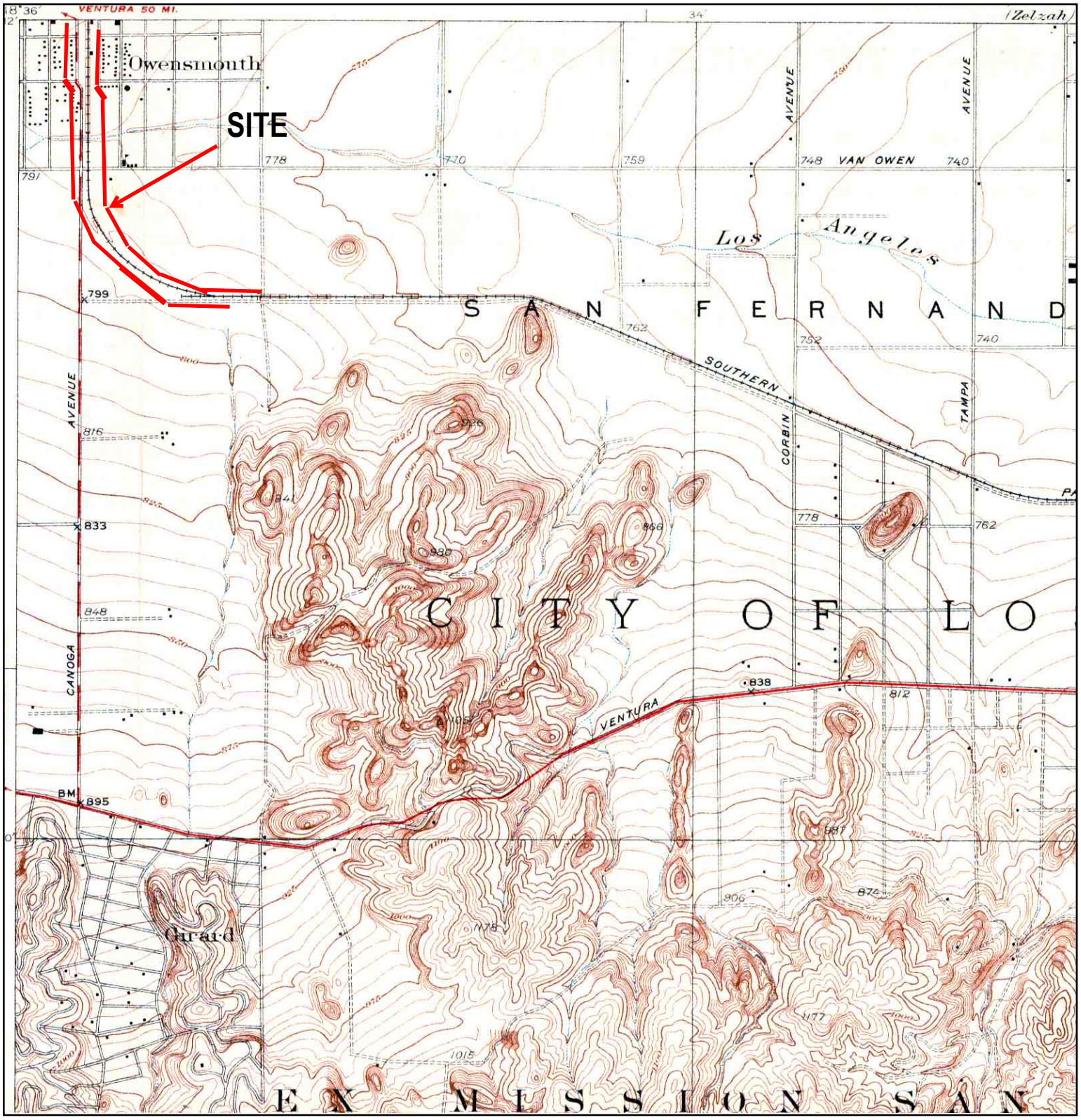


See Plate B11

N	TARGET QUAD NAME: ZELZAH MAP YEAR: 1928 SERIES: 6 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE B10

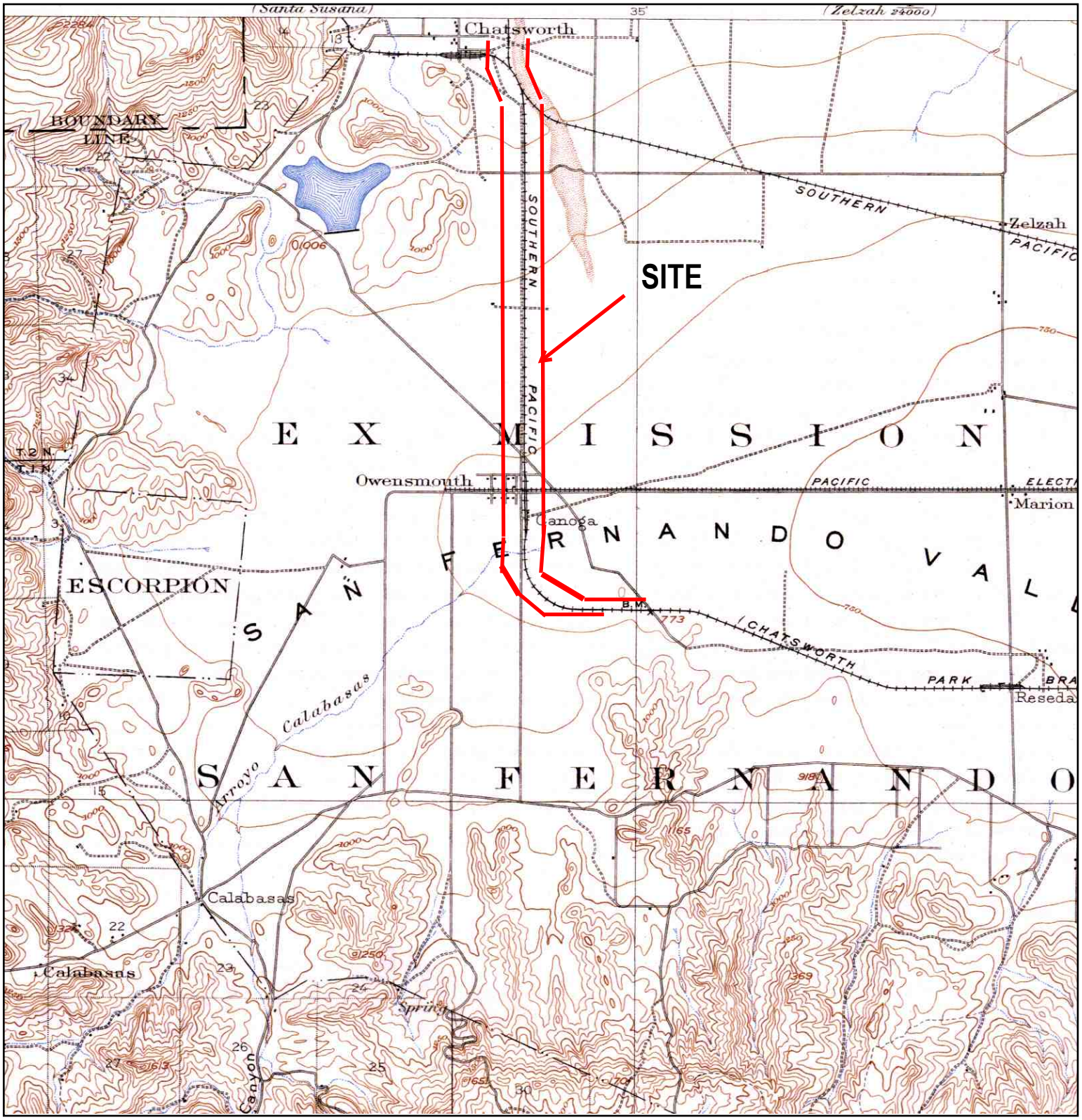
Historical Topographic Map



N	TARGET QUAD NAME: RESEDA MAP YEAR: 1928 SERIES: 6 SCALE: 1:24000	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE
B11

Historical Topographic Map



N	TARGET QUAD NAME: CALABASAS MAP YEAR: 1903 SERIES: 15 SCALE: 1:62500	SITE NAME: MTA Orange Line Corridor ADDRESS: 6500-10000 Canoga Ave Canoga Park, CA 91311 LAT/LONG: 34.2356 / 118.597	CLIENT: Diaz-Yourman & Associates CONTACT: Gary Halbert INQUIRY#: 1988304.4 RESEARCH DATE: 07/26/2007

PLATE
B12

APPENDIX C
ISA QUESTIONNAIRE

Ref File #5 LBNK 015718
LBNK 015731

PHASE I ENVIRONMENTAL SITE ASSESSMENT
PRE-SURVEY QUESTIONNAIRE AND DISCLOSURE STATEMENT
ASTM 1557 GUIDELINES

Valerio St & Sherman Way

SITE NAME: 21345 Sherman Way Canoga Park, CA

DATE: 9/14/01

COMPLETED BY: Stephen Fawcett
Print Name

Signature

TITLE: CFO

COMPANY: ALLIED MASONRY & CONSTRUCTION

SITE INFORMATION

ADDRESS: 21345 Sherman Way ~~Canoga Park, CA~~
No. & Street or Location

Canoga Park, CA
City, State, Zip

ASSESSOR PARCEL No. _____

LEGAL DESCRIPTION _____
(attached or transmitted?)

SITE AREA _____

STRUCTURES Ø _____

BUILDING AREA(S) Ø
(attached or transmitted?)

SITE USE

RINO CR.

ASTM-REQUIRED INQUIRIES

SITE OWNER:
MTA
(Name, Location, Contact No.)

KEY SITE MANAGER:
Allied Masonry, Five Rx. Inc of California, Same,
(Name, Location, Contact No.) (818)346-2105

Do you have knowledge of any environmental liens recorded against the Property.
YES ... NO X

Do you have knowledge of environmentally related Activity and Use Limitations (AUL) of the Property such as engineering controls, land use restrictions, or institutional controls?
YES ____ NO X

Do you have any specialized knowledge that would be material in identifying recognized environmental conditions (REC) in connection with the Property?
YES ____ NO X

Do you have special knowledge or experience related to the property of nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjacent property so that you have specialized knowledge of the chemicals and processes used by this type of business.
YES ____ NO X

Are you aware of a reduction in the property value due to environmental issues?
YES ____ NO X

To your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of contamination at the property?
YES ____ NO X

(IF "YES" TO ANY OF THE ABOVE, PLEASE PROVIDE AVAILABLE INFORMATION)

PREVIOUS INVESTIGATIONS

Phase I ESA	YES ____	NO __	Phase II ESA	YES	NO __
Underground Storage Tanks	YES	NO	PCBs	YES	NO

ON SITE OPERATIONS

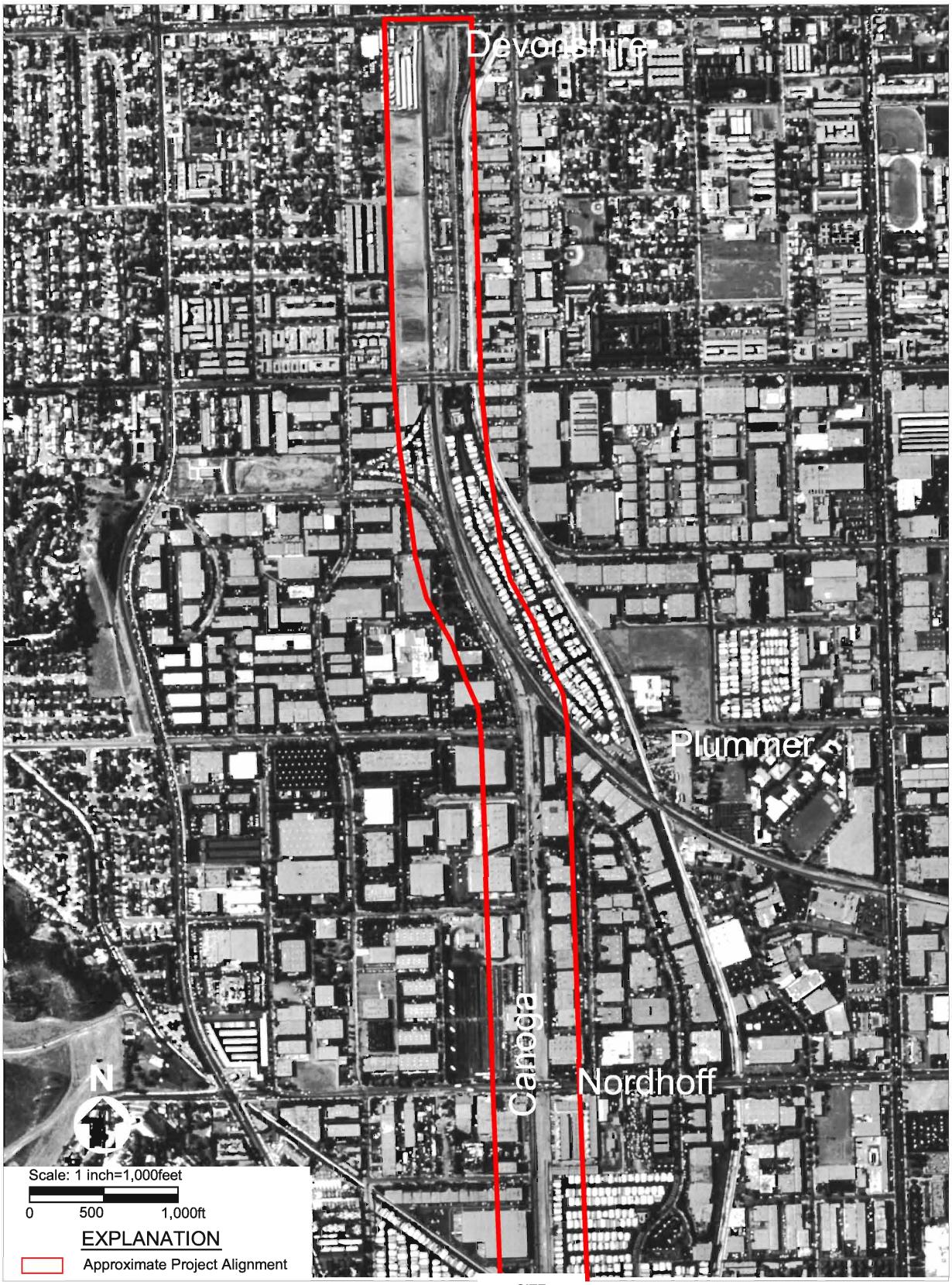
CONDITION	YES	NO	COMMENTS
Stored Chemicals		✓	
Underground Storage Tanks		✓	
Aboveground Storage Tanks		✓	
Spills or Releases		✓	
Dump Areas/ Landfills		✓	
Waste Treatment Systems		✓	
Clarifies/ Separators		✓	
Air stacks/ Vents/ Odors		✓	
Floor Drains/Sumps		✓	
Stained Soil/ Impacted Vegetation		✓	
On-site OWNED Electrical Transformers		✓	
Hydraulic lifts/ Elevators		✓	
Dry Cleaning Operations		✓	
Wetlands/ Flooding		✓	
Oil/ Gas/ Water/ Monitoring Wells		✓	
Environmental Cleanups		✓	
Environmental Permits			
a) Industrial Discharge		✓	
b) POTW (NPDES)		✓	
c) Hazardous Waste Generator		✓	
d) Air Quality		✓	
e) Flammable Materials		✓	
f) AST/UST		✓	
g) Waste Manifest(s)		✓	
h) Other		✓	

OFF SITE ENVIRONMENTAL CONCERNS

CONDITION	YES	NO	COMMENTS
Gasoline Stations		✓	N/A

APPENDIX D
HISTORIC AERIAL PHOTOGRAPHS

K:\datafls\PROJECTS\2007\2007-018\Phase I Environmental\EDR\2002 Aerial Map.dwg



2002 (c) Aerial Photograph

PLATE

D1

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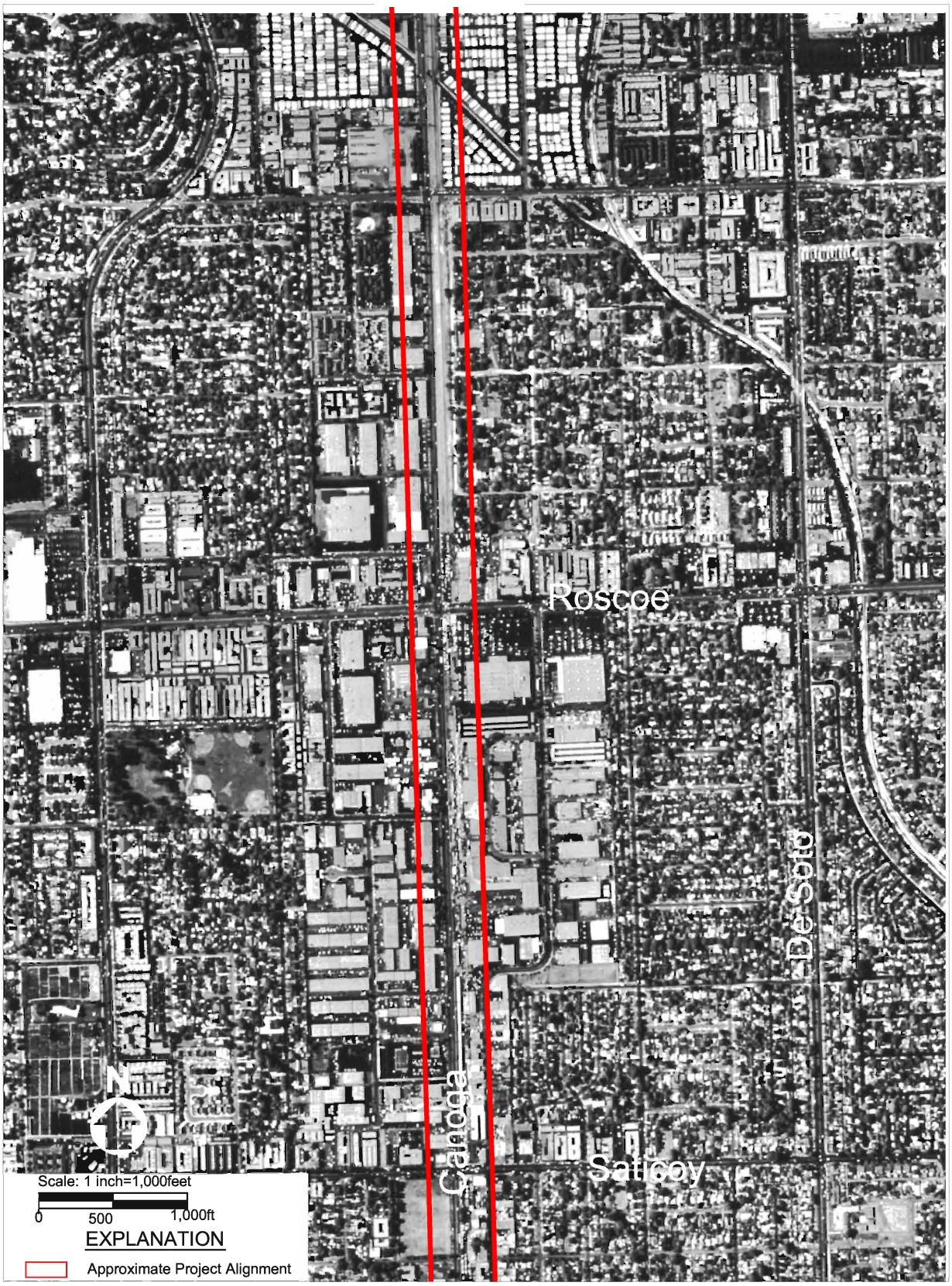
See Plate D1



See Plate D3

2002 (c) Aerial Photograph

PLATE
D2

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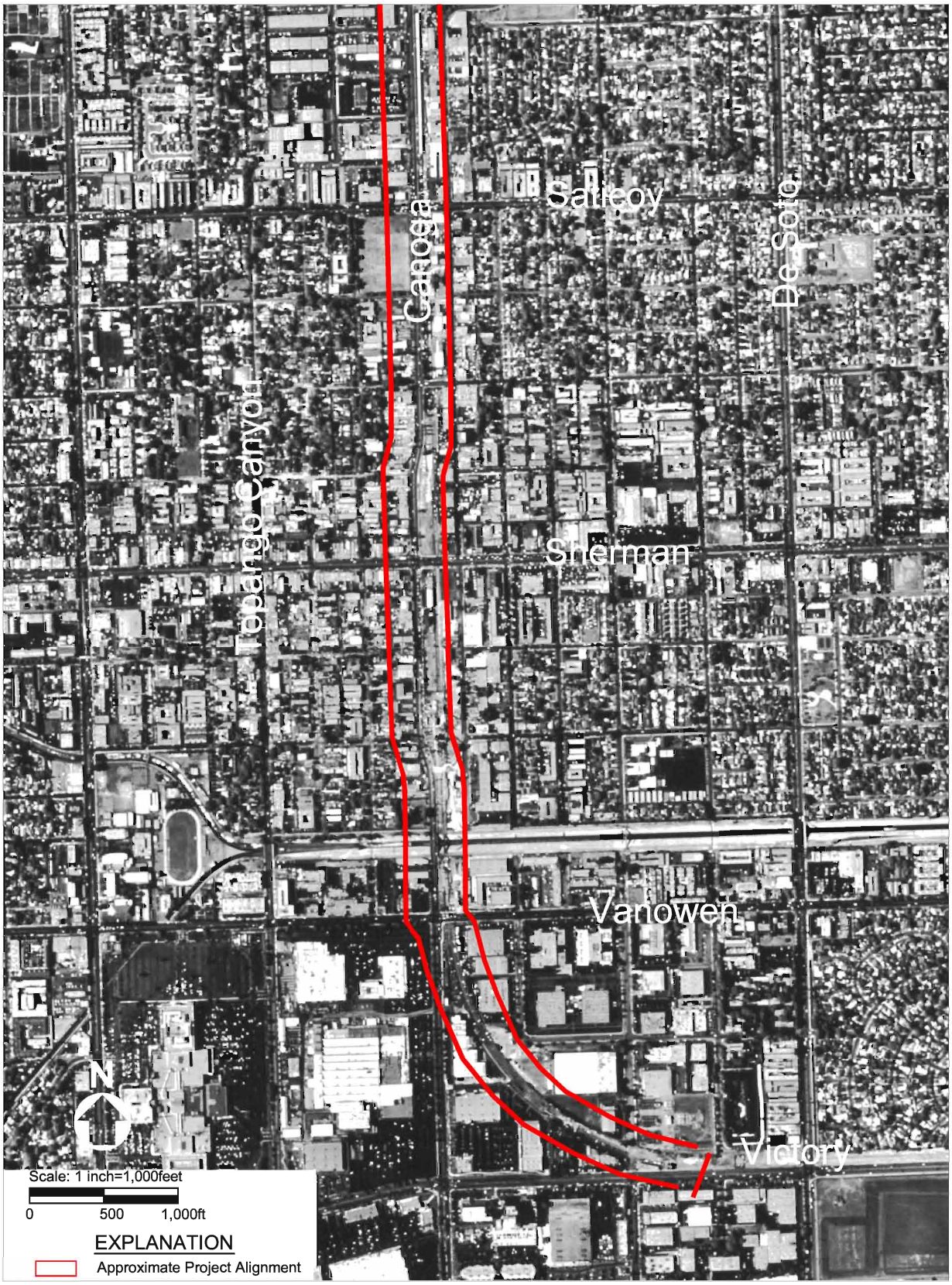
See Plate D2



2002 (c) Aerial Photograph

PLATE
D3

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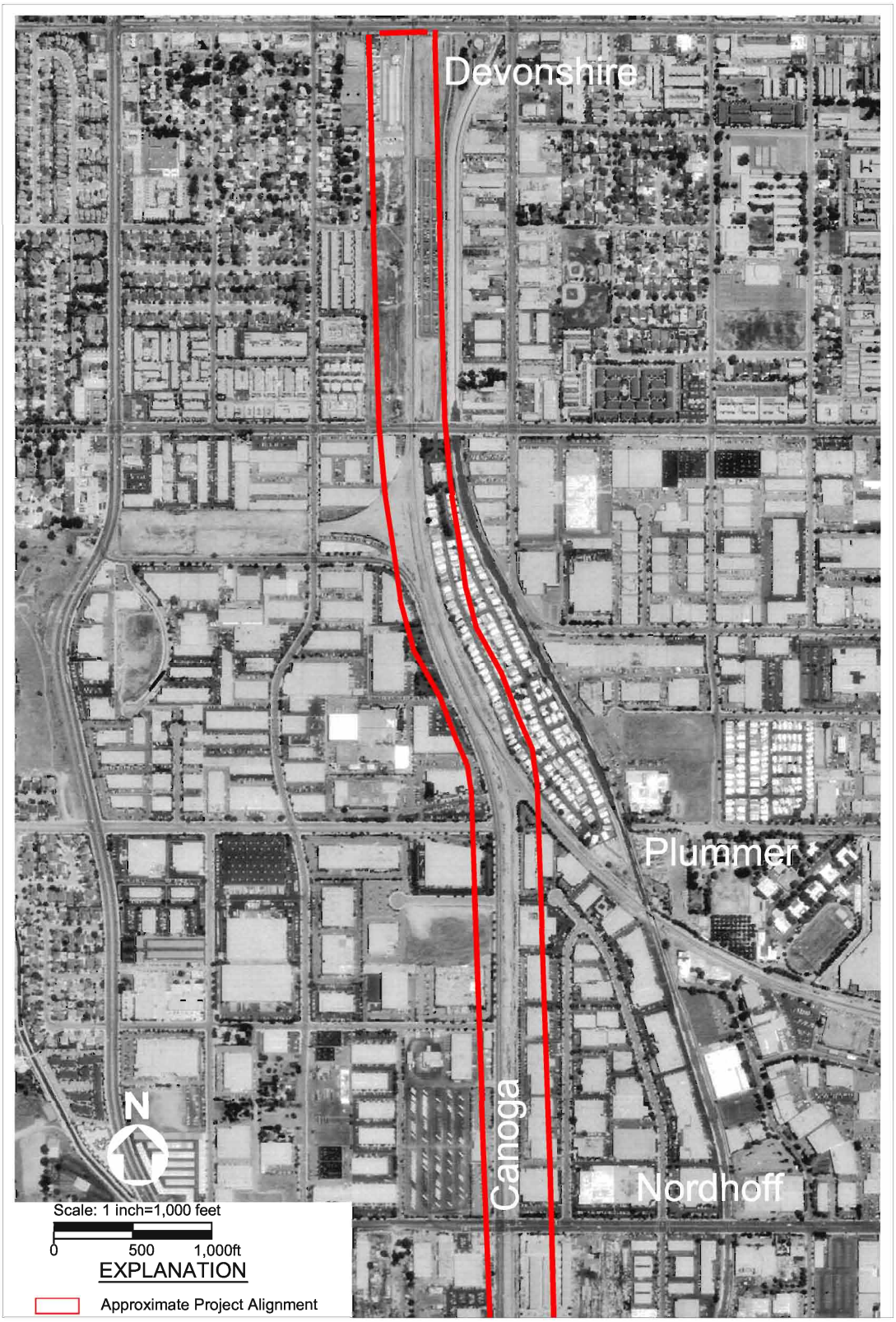

See Plate D5

1994 (c) Aerial Photograph

PLATE
D4

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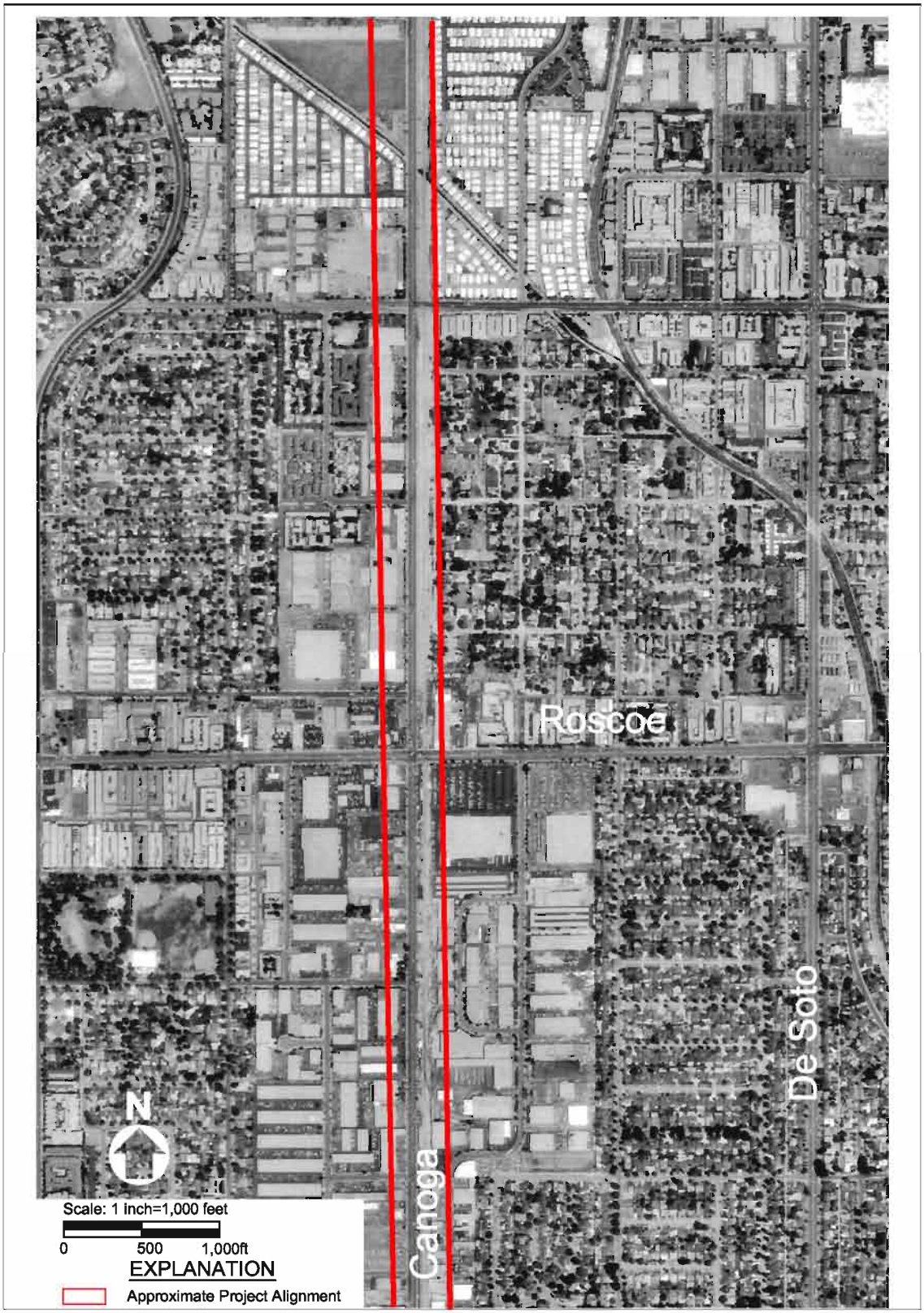
See Plate D4



See Plate D6

1994 (c) Aerial Photograph

PLATE
D5

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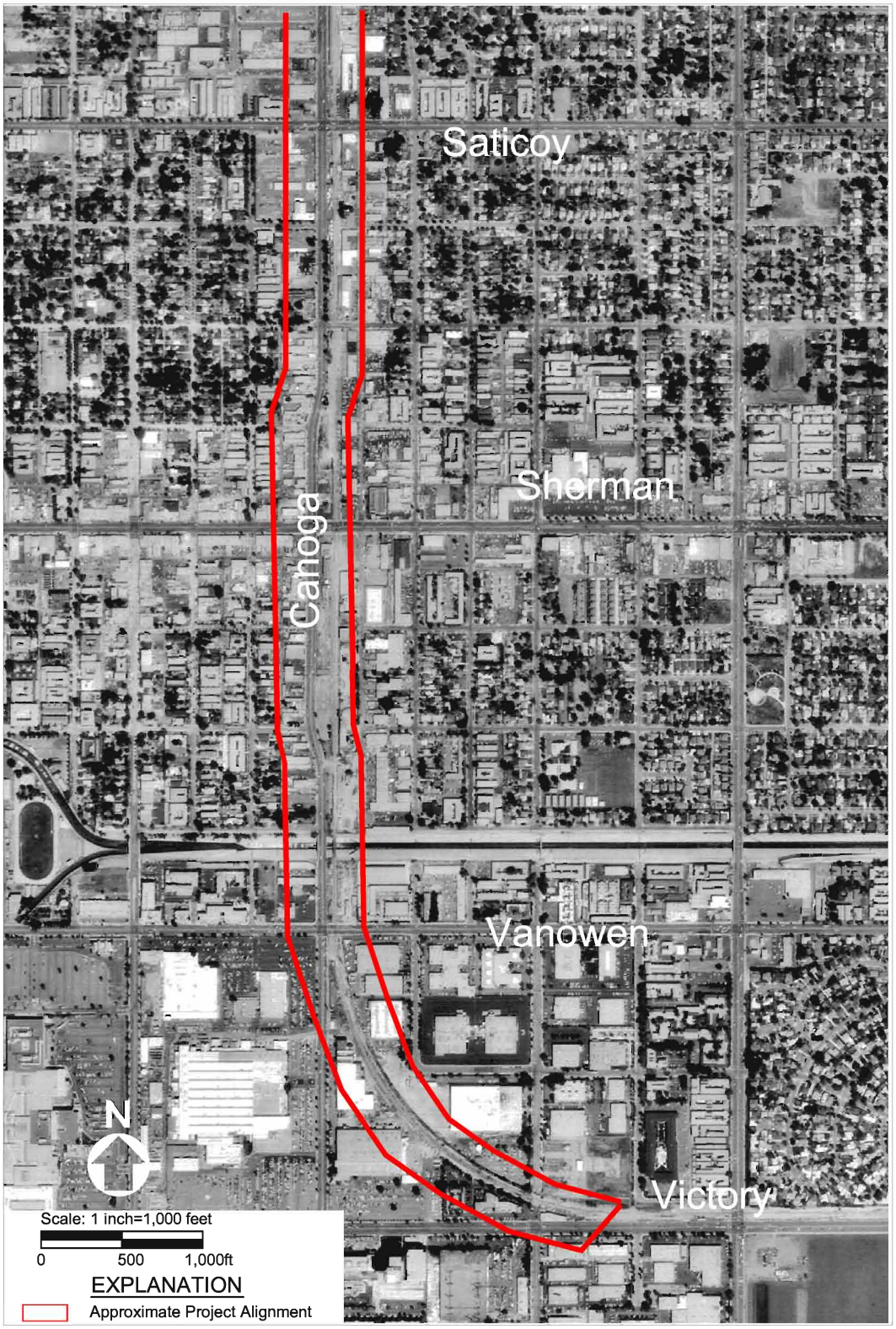
See Plate D5



1994 (c) Aerial Photograph

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D6

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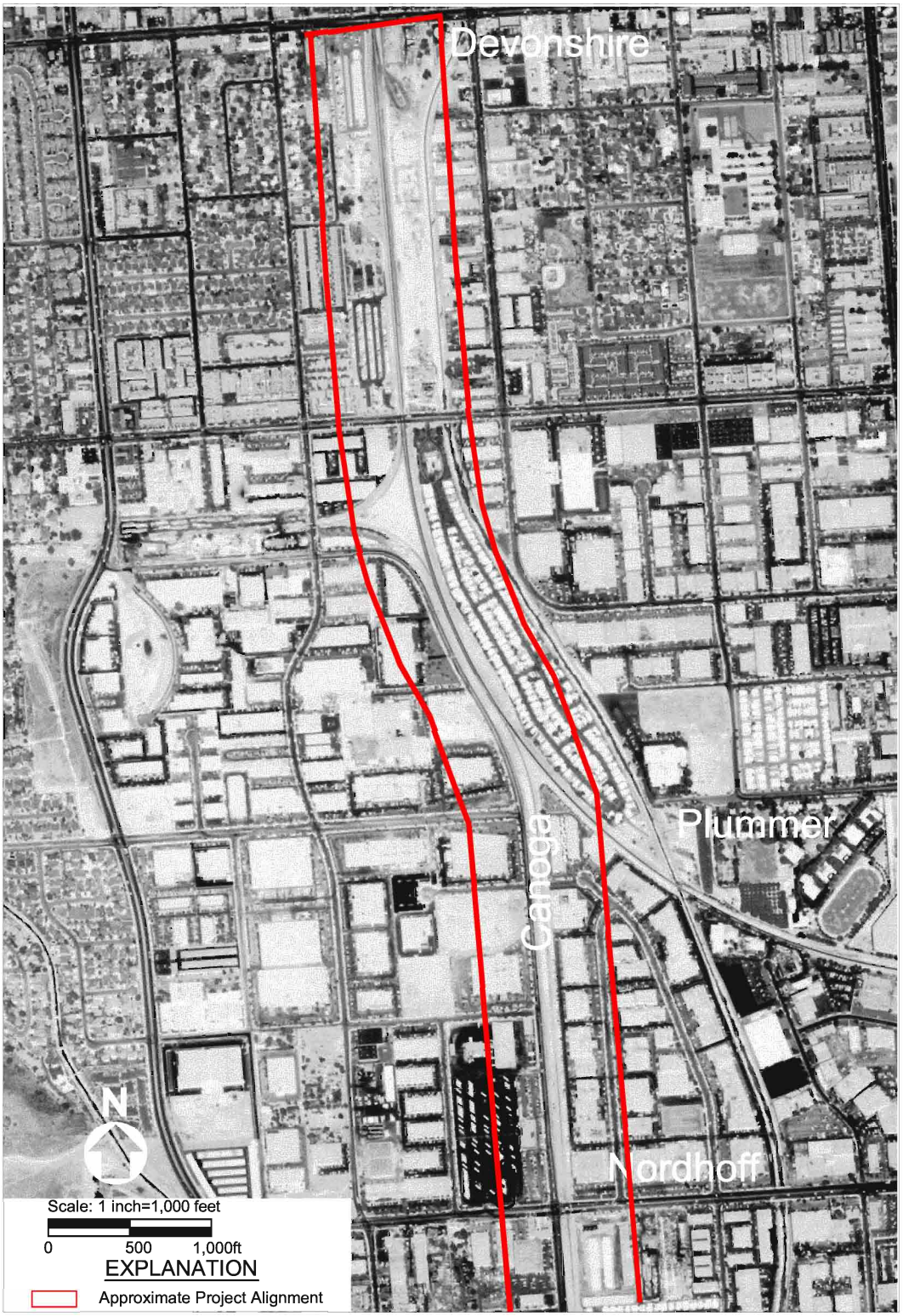

See Plate D8

1989 (c) Aerial Photograph

PLATE
D7

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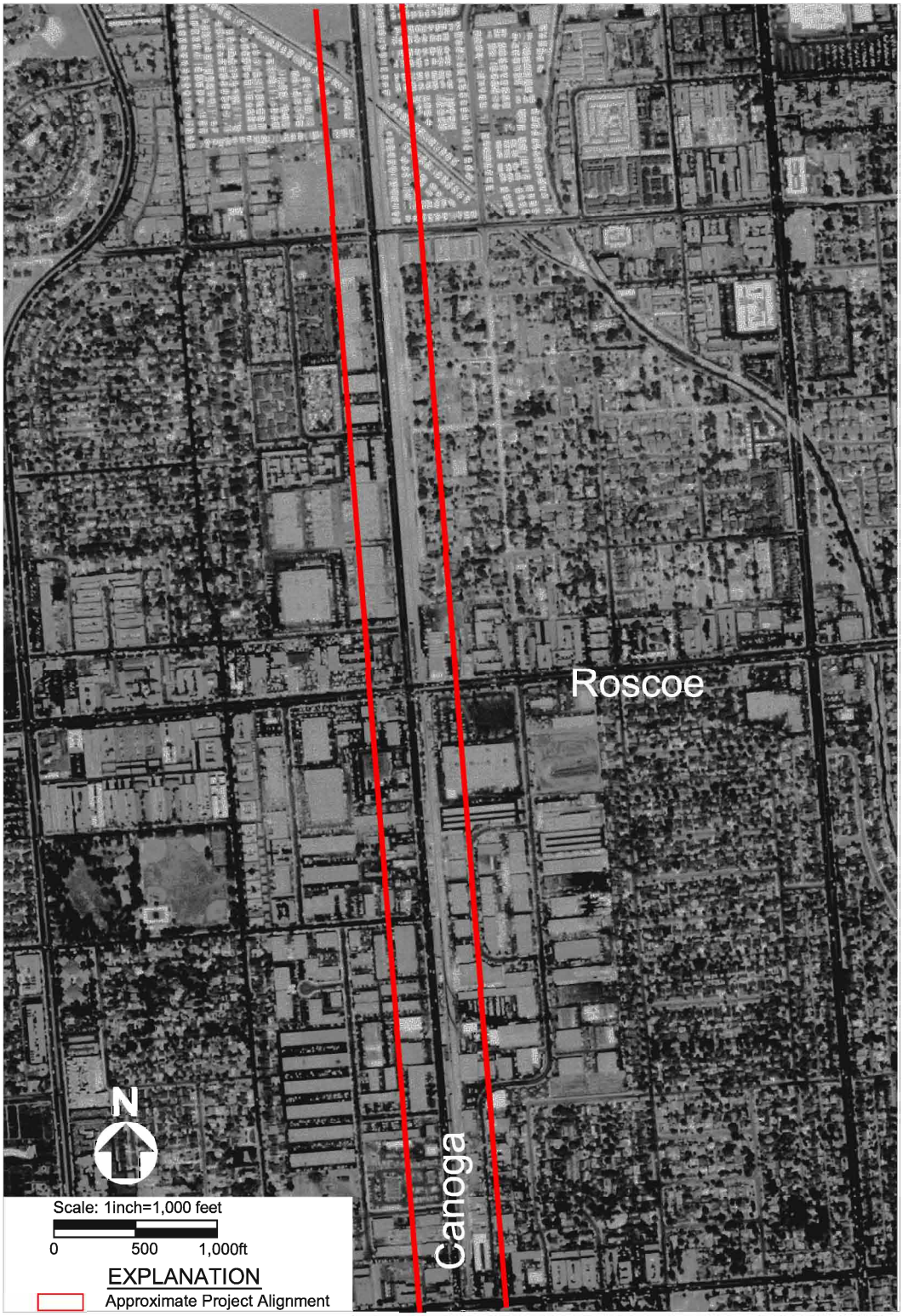
See Plate D7



See Plate D9

1989 (c) Aerial Photograph

PLATE
D8

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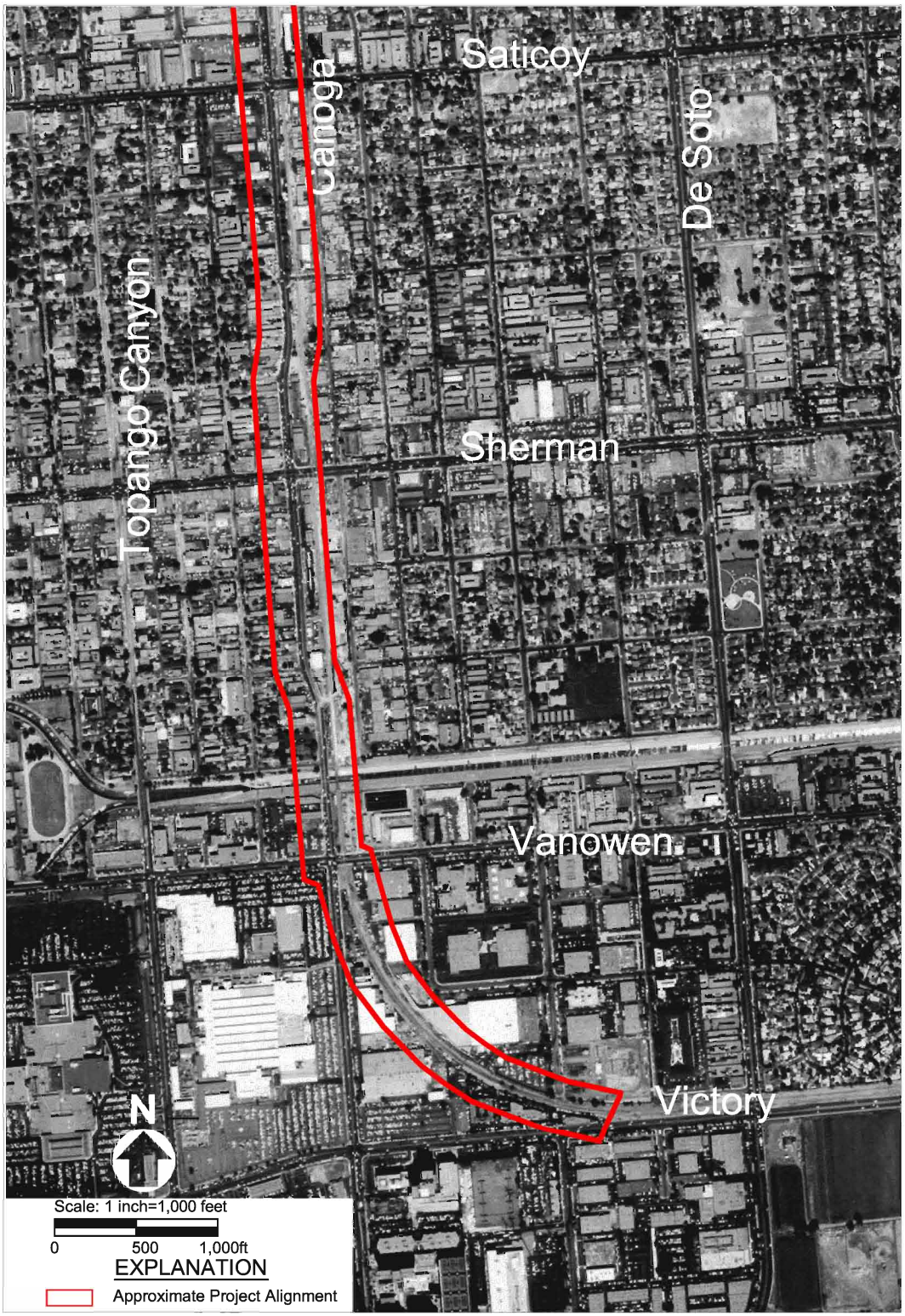
See Plate D8



1989 (c) Aerial Photograph

PLATE
D9

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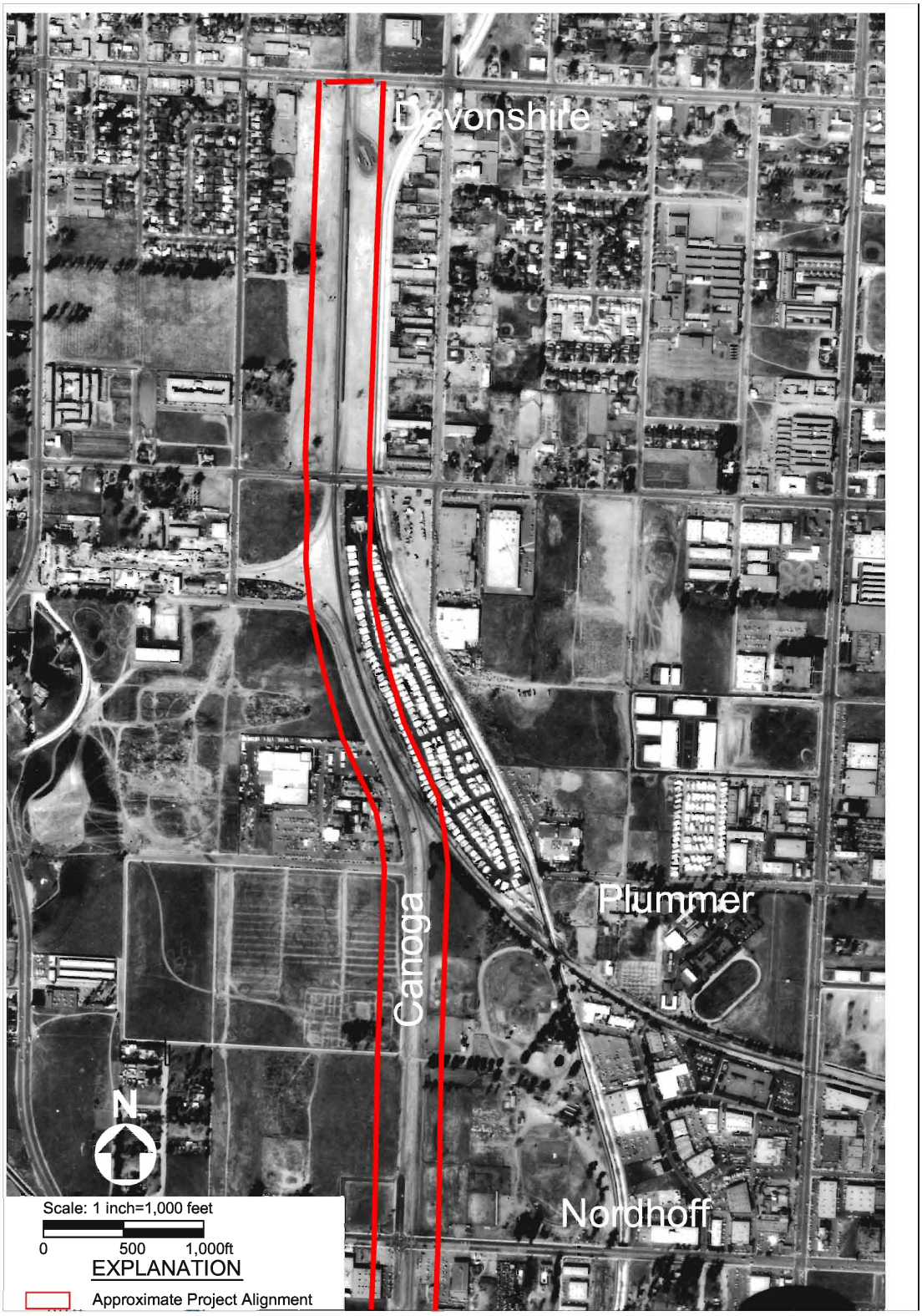

See Plate D11

1976 (c) Aerial Photograph

PLATE
D10

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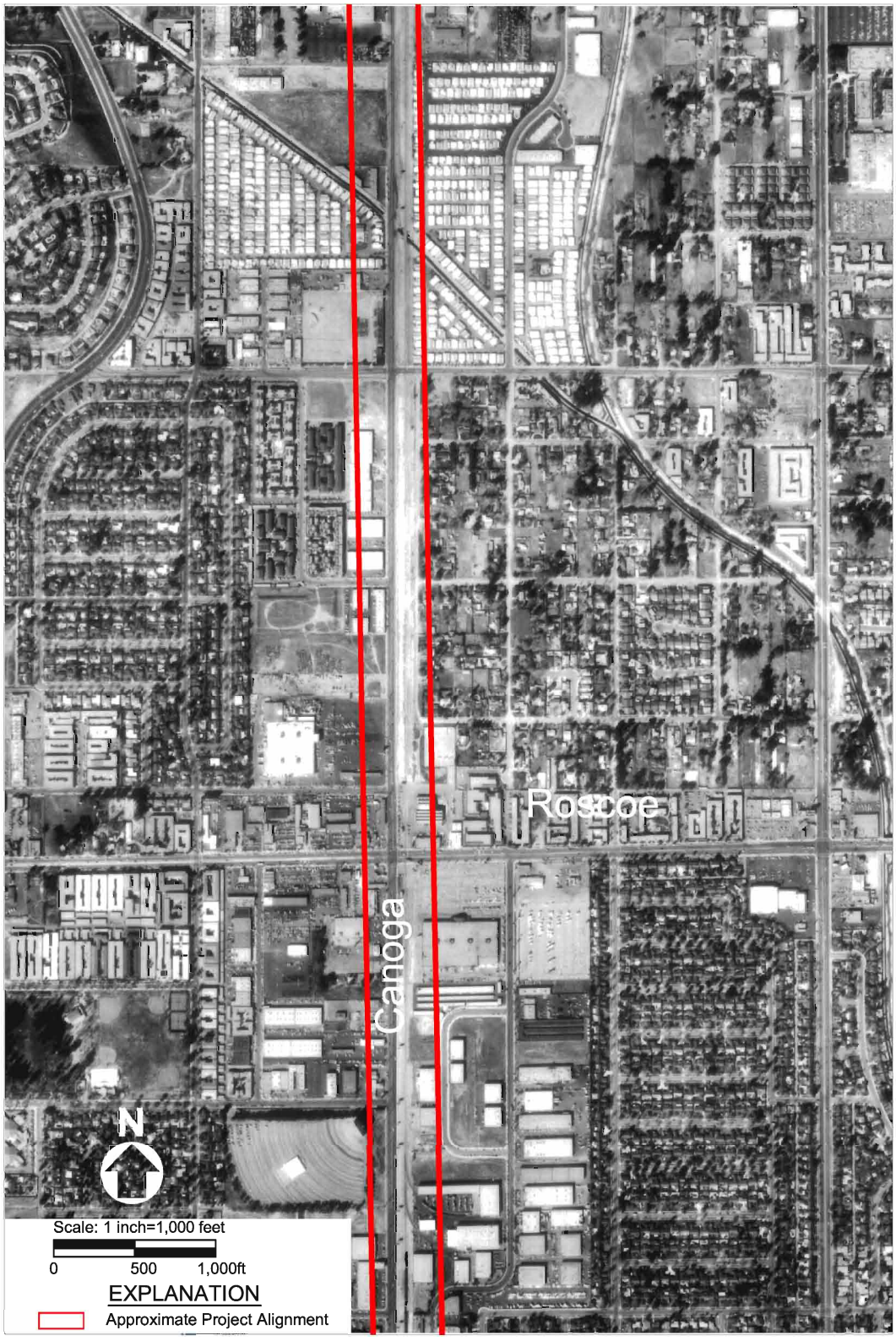
See Plate D10



See Plate D12

1976 (c) Aerial Photograph

PLATE
D11

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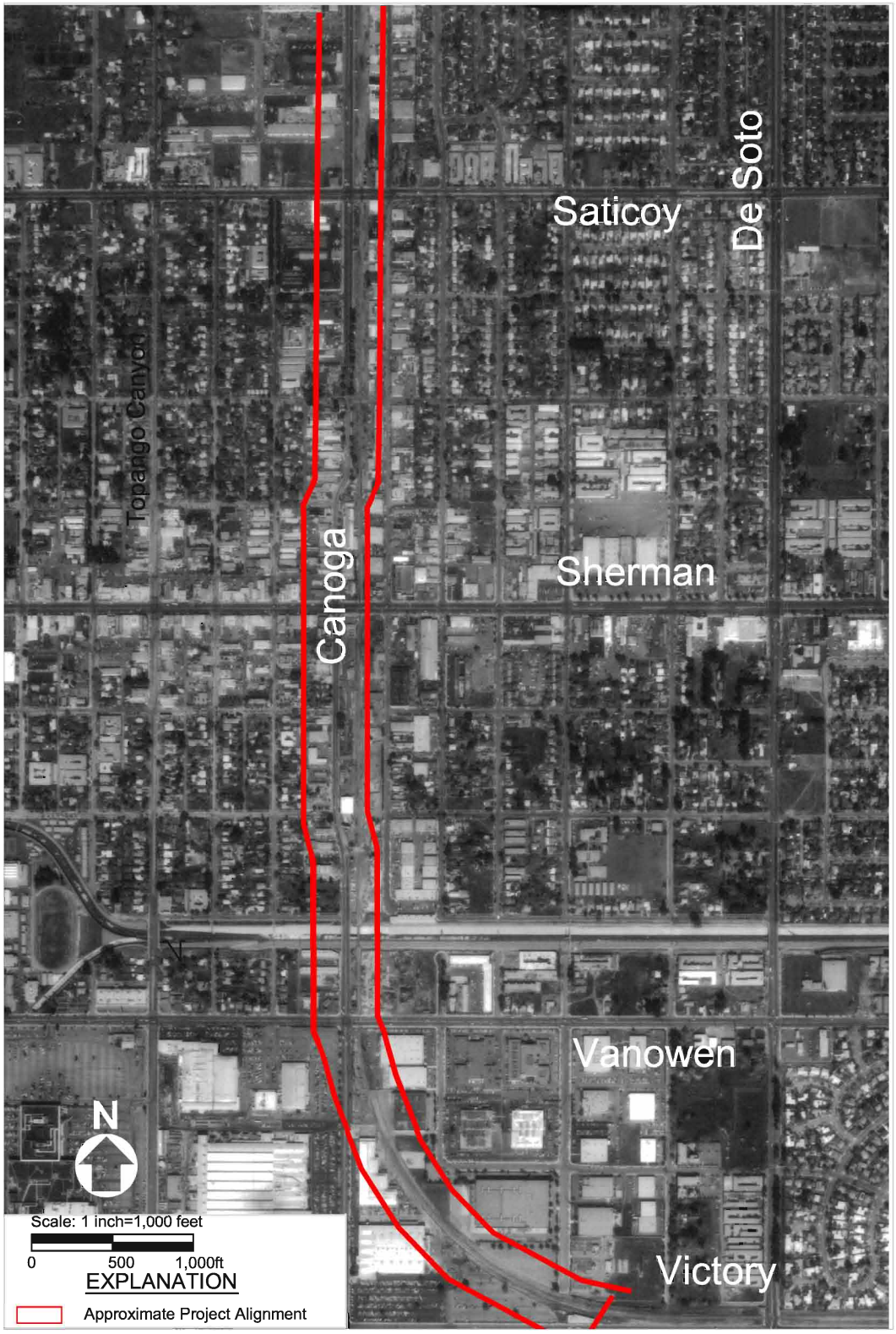
See Plate D11



1976 (c) Aerial Photograph

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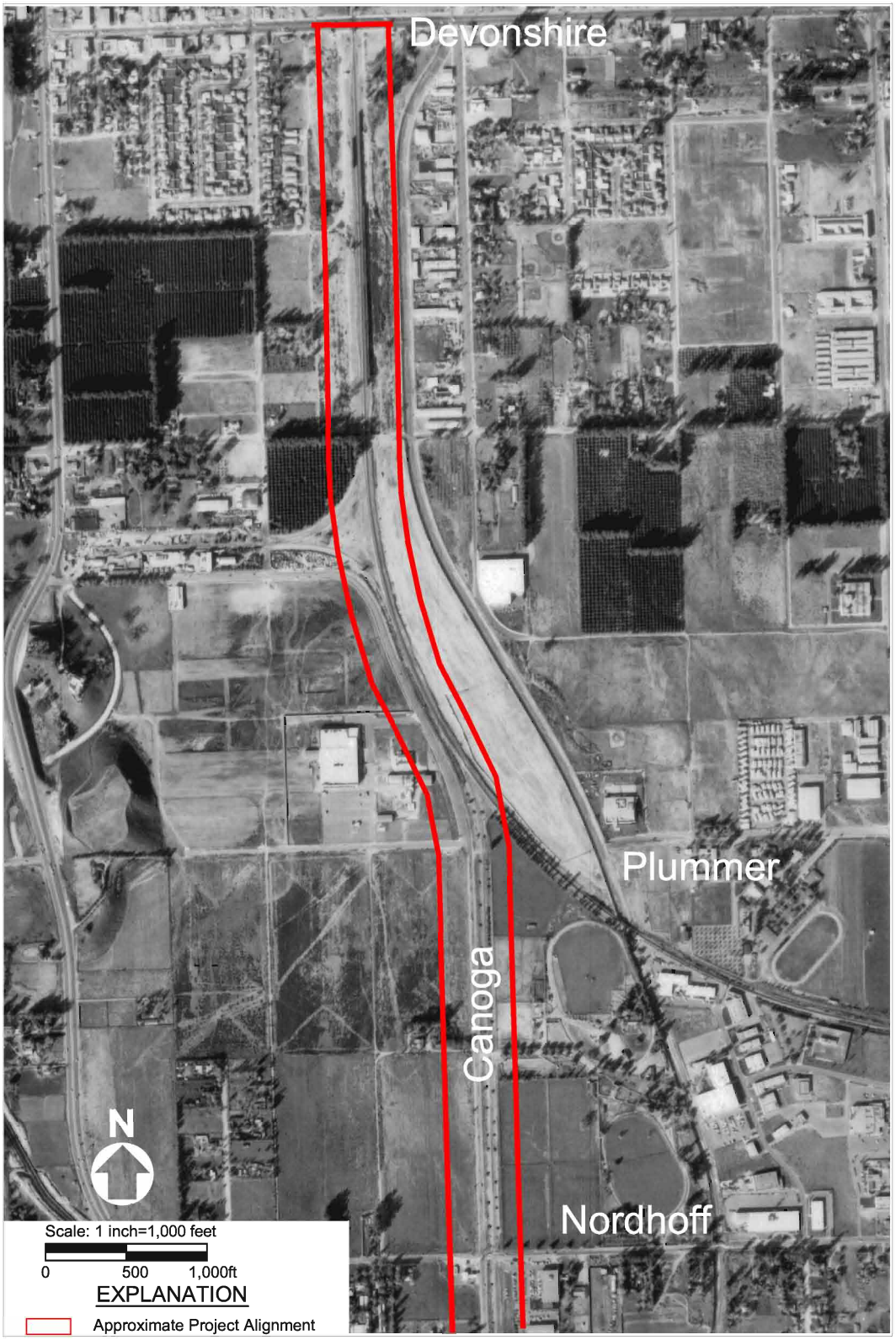

See Plate D14

1965 (c) Aerial Photograph

PLATE
D13

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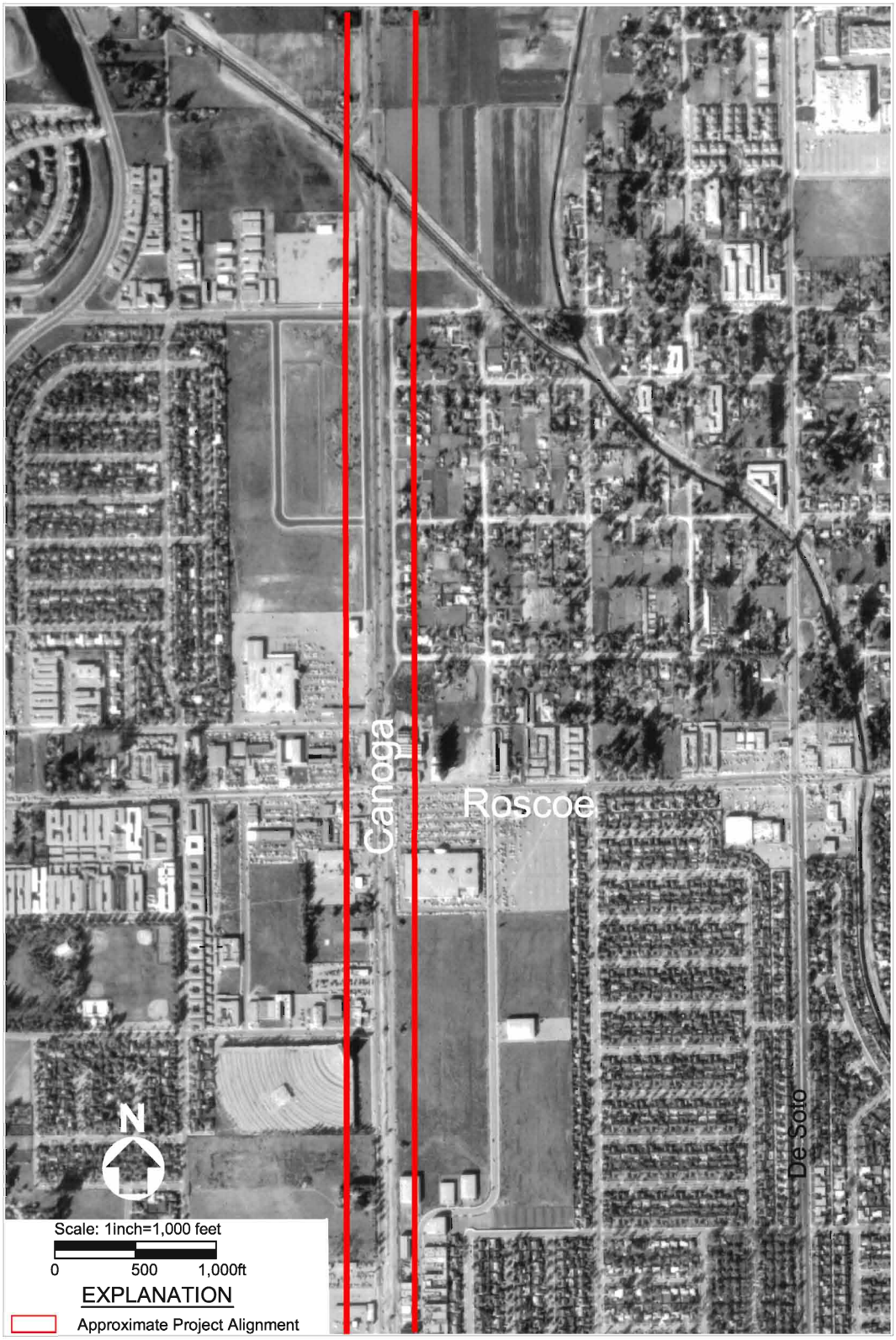
See Plate D13



See Plate D15

1965 (c) Aerial Photograph

PLATE
D14

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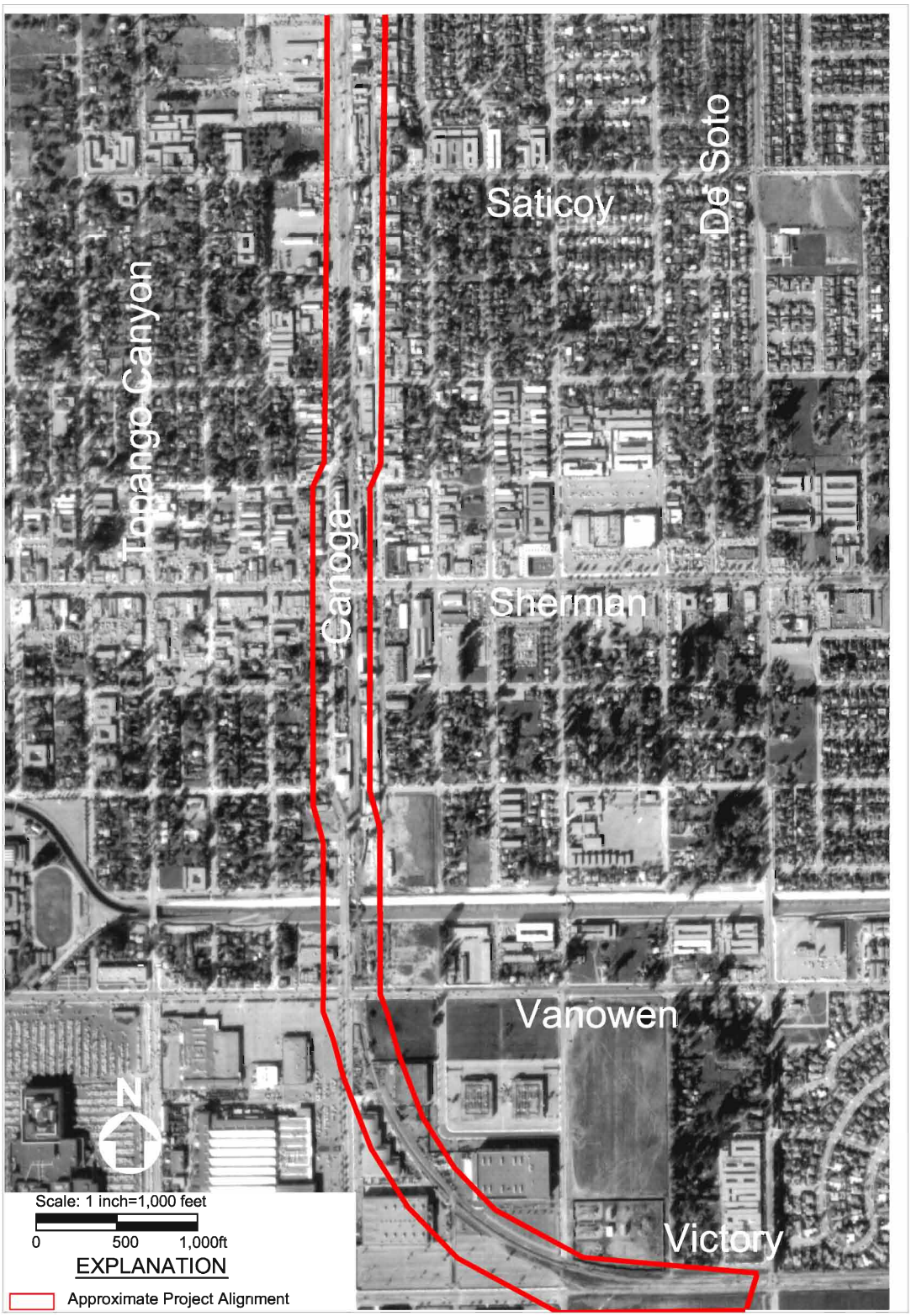
See Plate D14



1965 (c) Aerial Photograph

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D15

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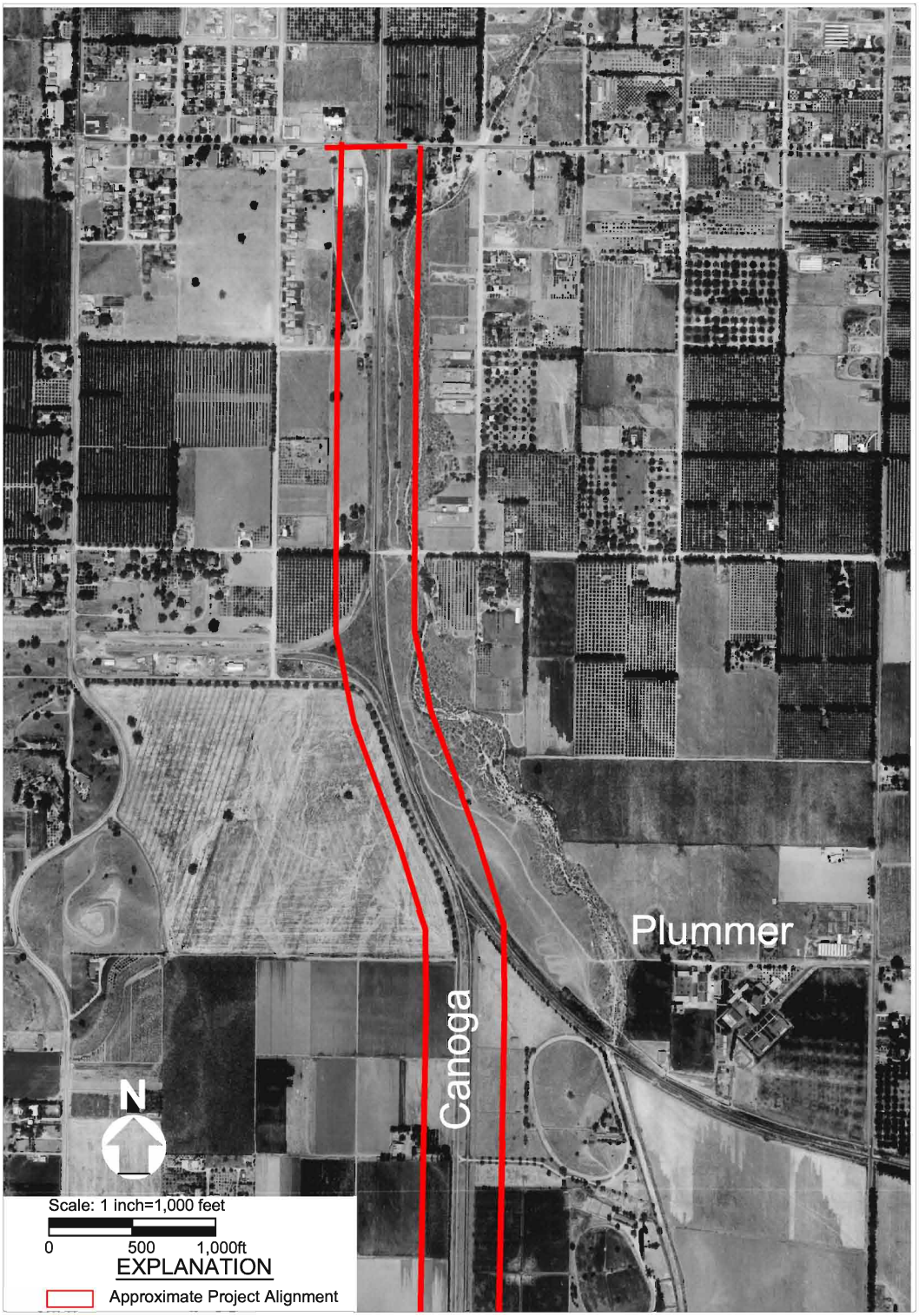

See Plate D17

1956 (c) Aerial Photograph

PLATE
D16

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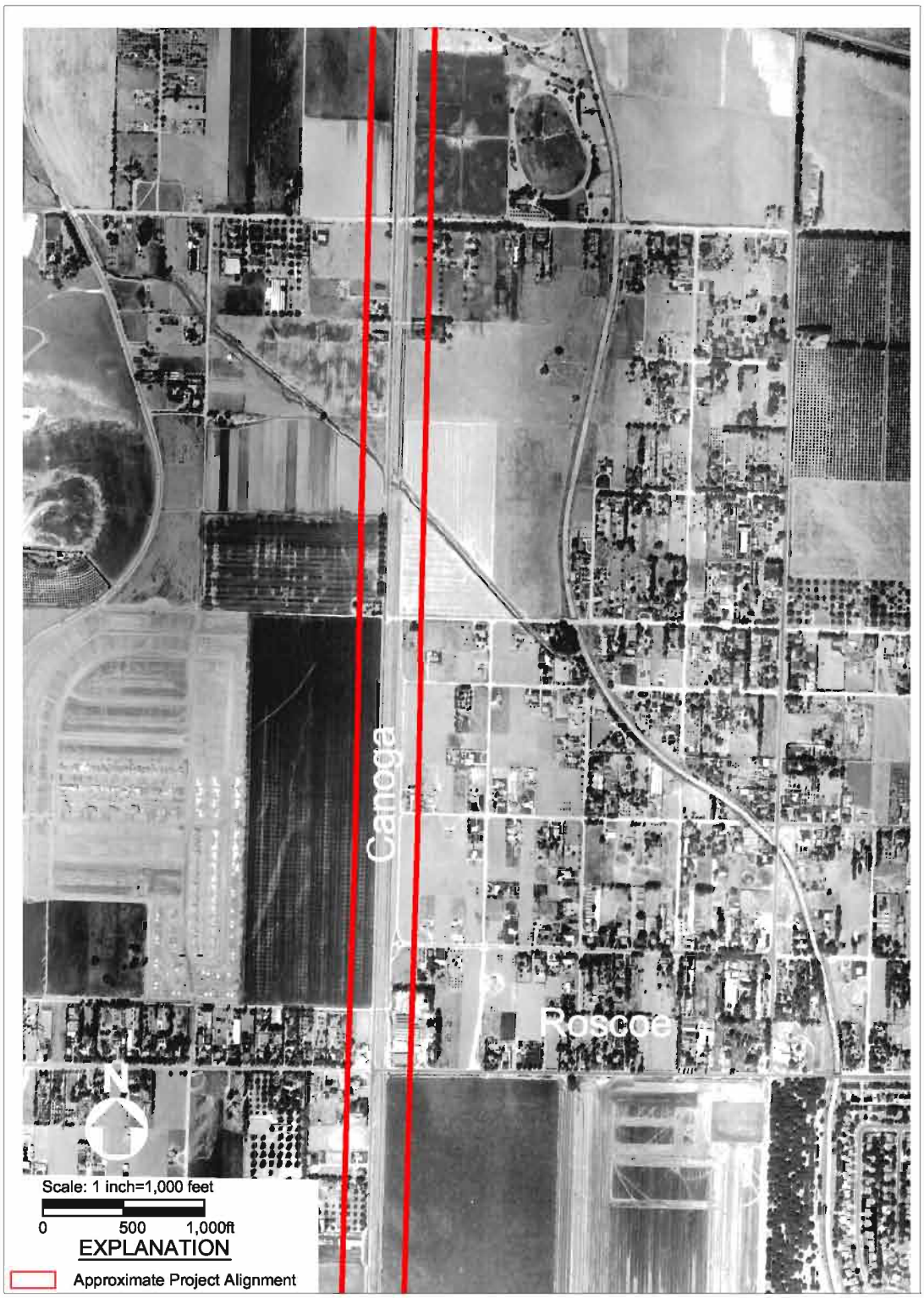
See Plate D16

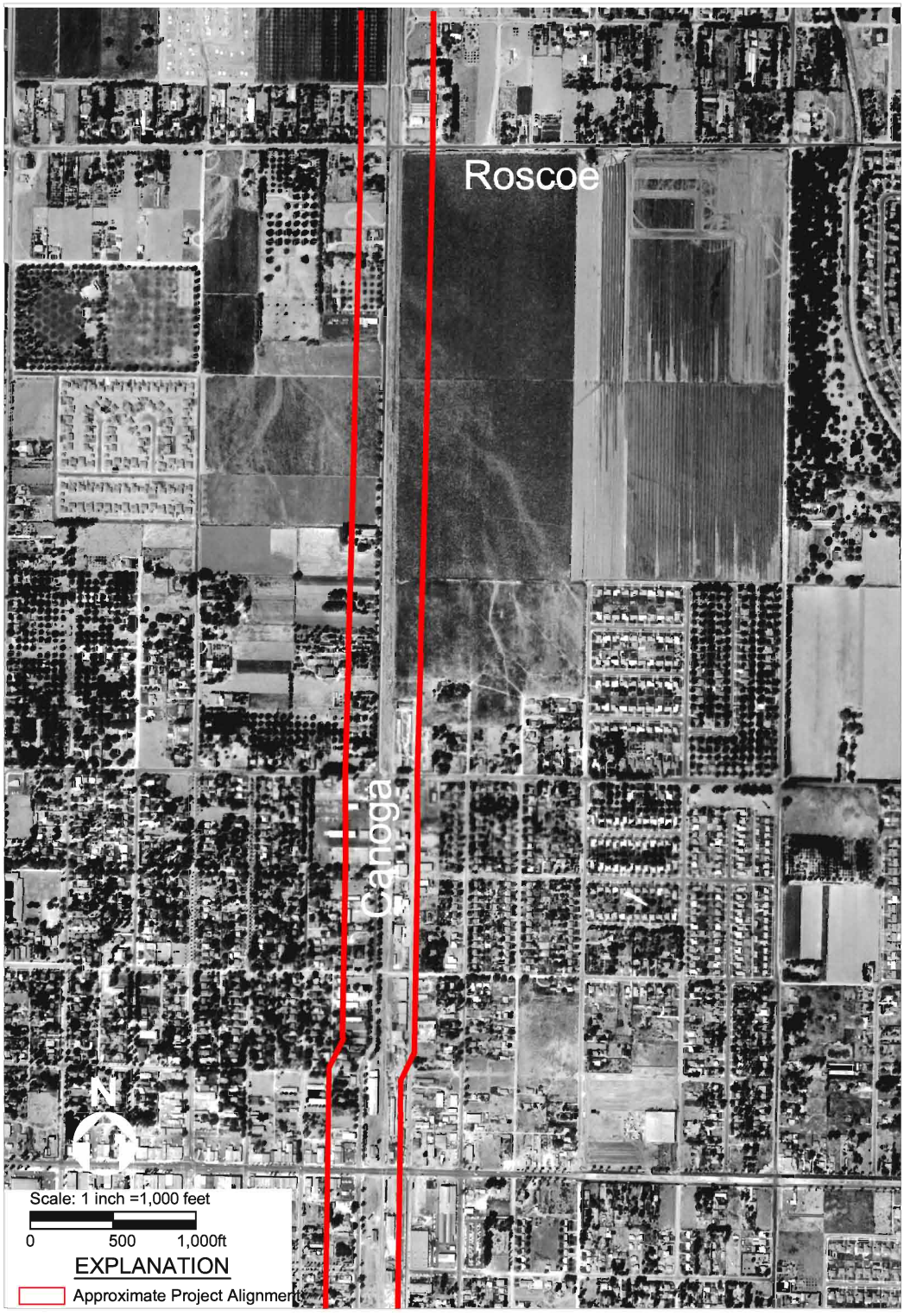


See Plate D18

1956 (c) Aerial Photograph

PLATE
D17

See Plate D17



See Plate D19

1956 (c) Aerial Photograph

PLATE
D18

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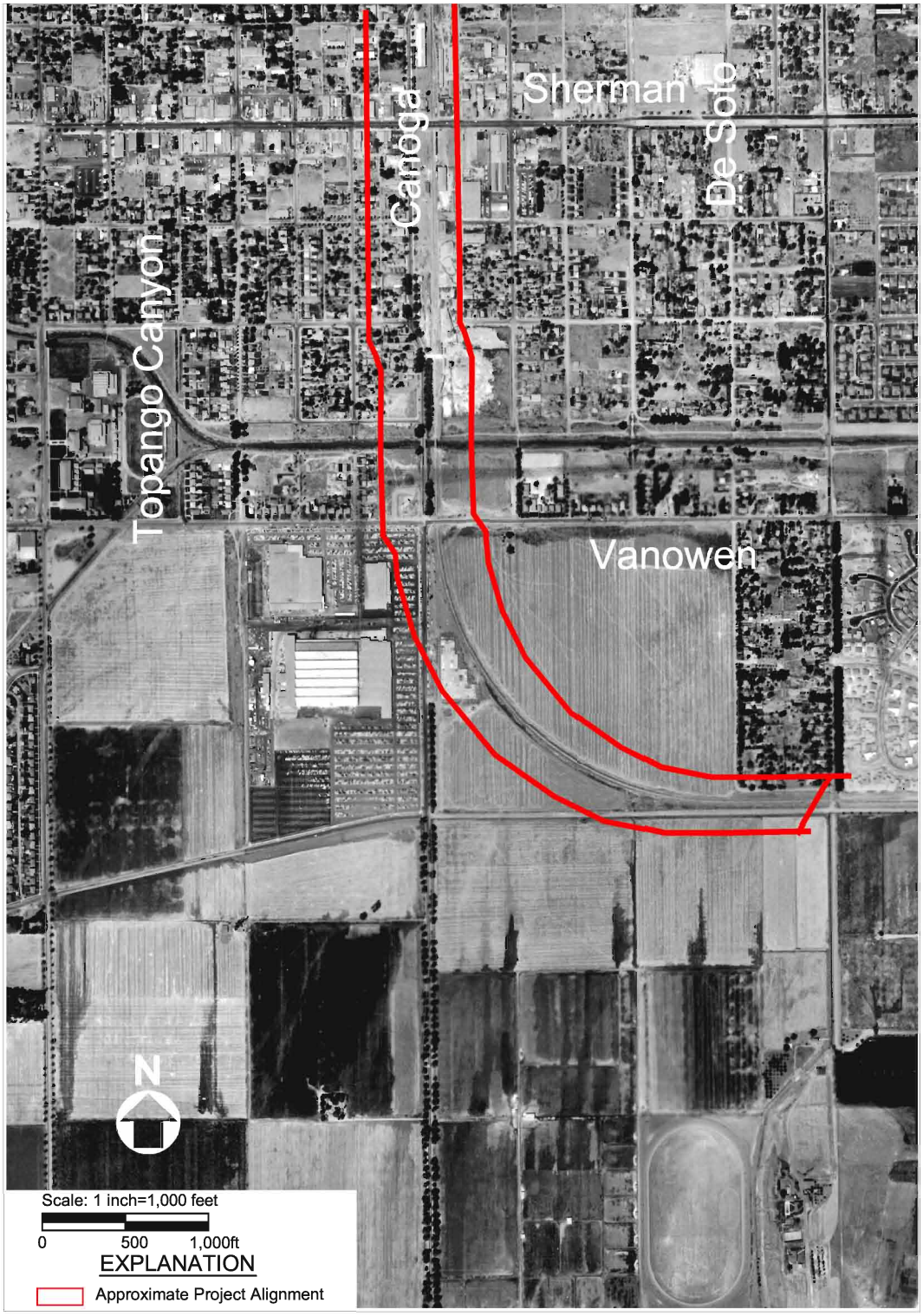
See Plate D18



1956 (c) Aerial Photograph

PLATE
D19

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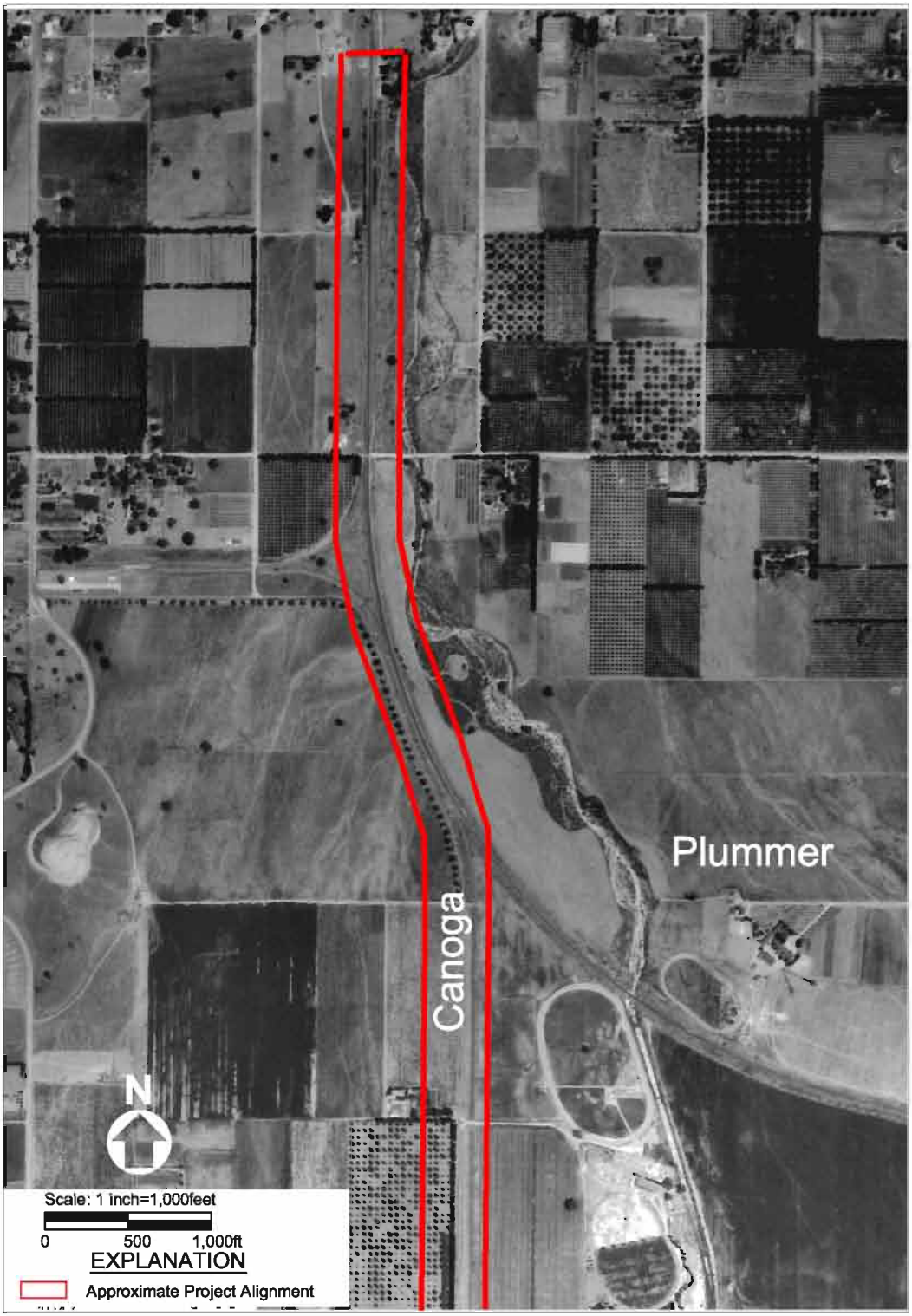

See Plate D21

1947 (c) Aerial Photograph

PLATE
D20

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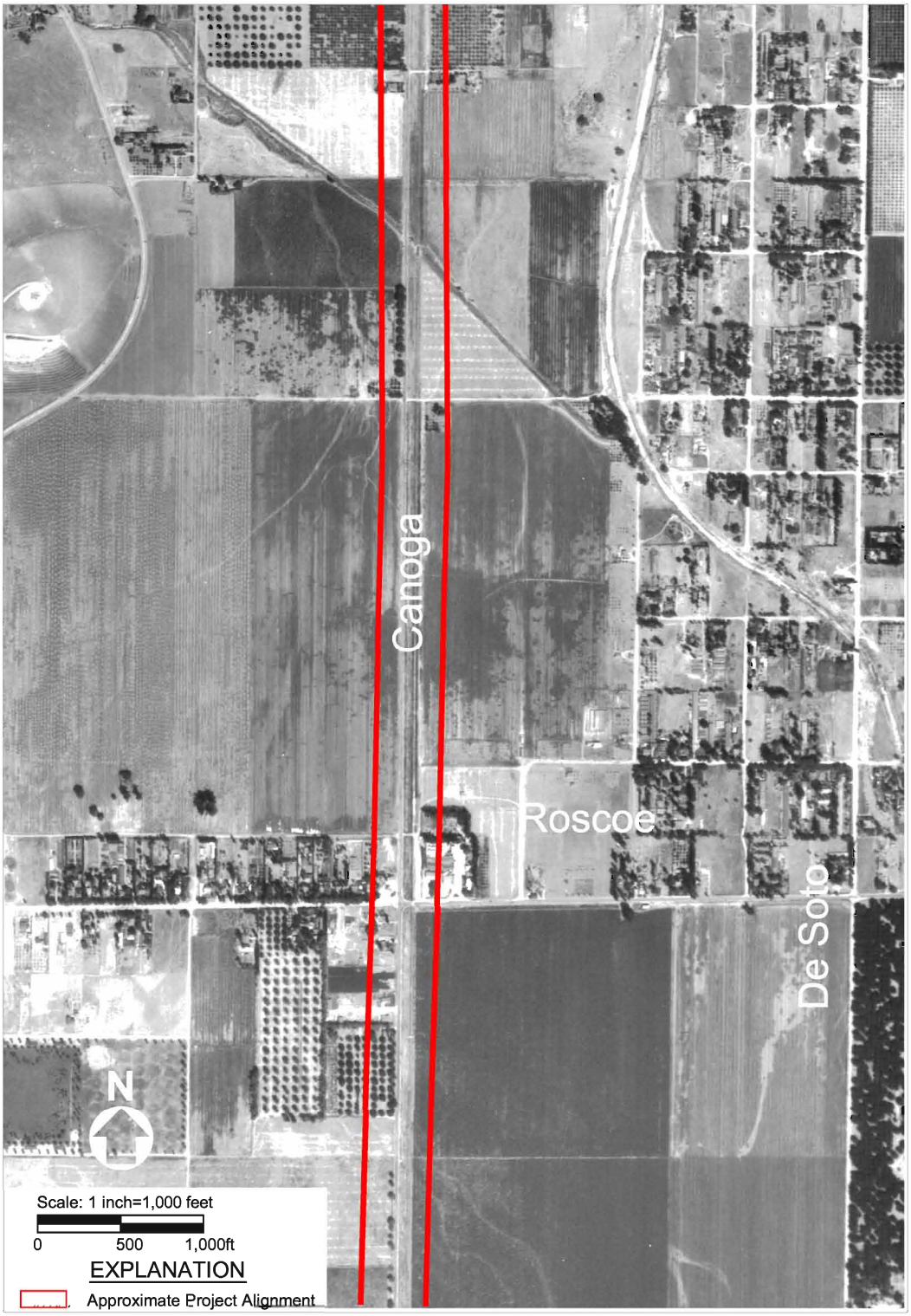
See Plate D20



See Plate D22

1947 (c) Aerial Photograph

PLATE
D21

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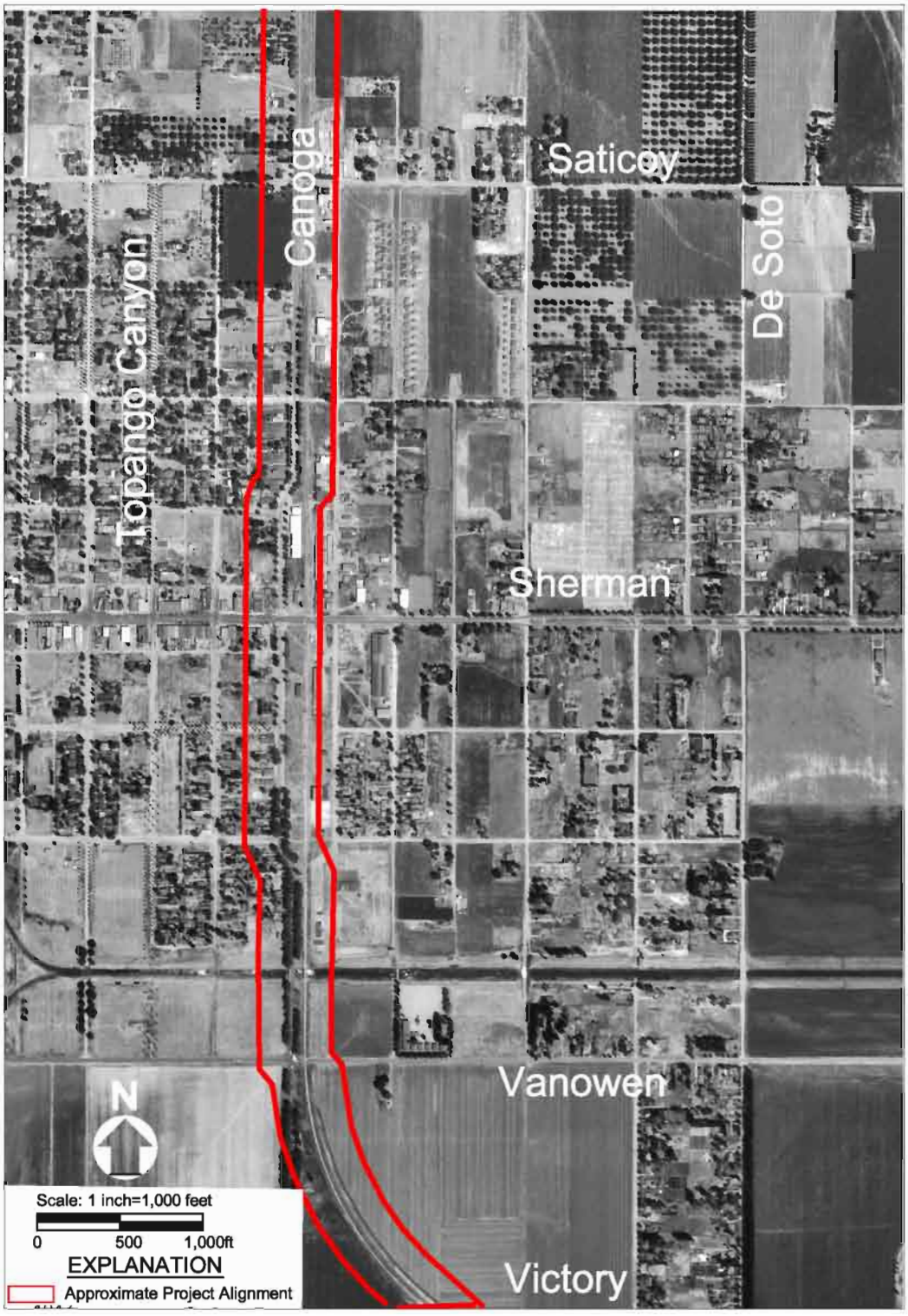
See Plate D21



1947 (c) Aerial Photograph

PLATE
D22

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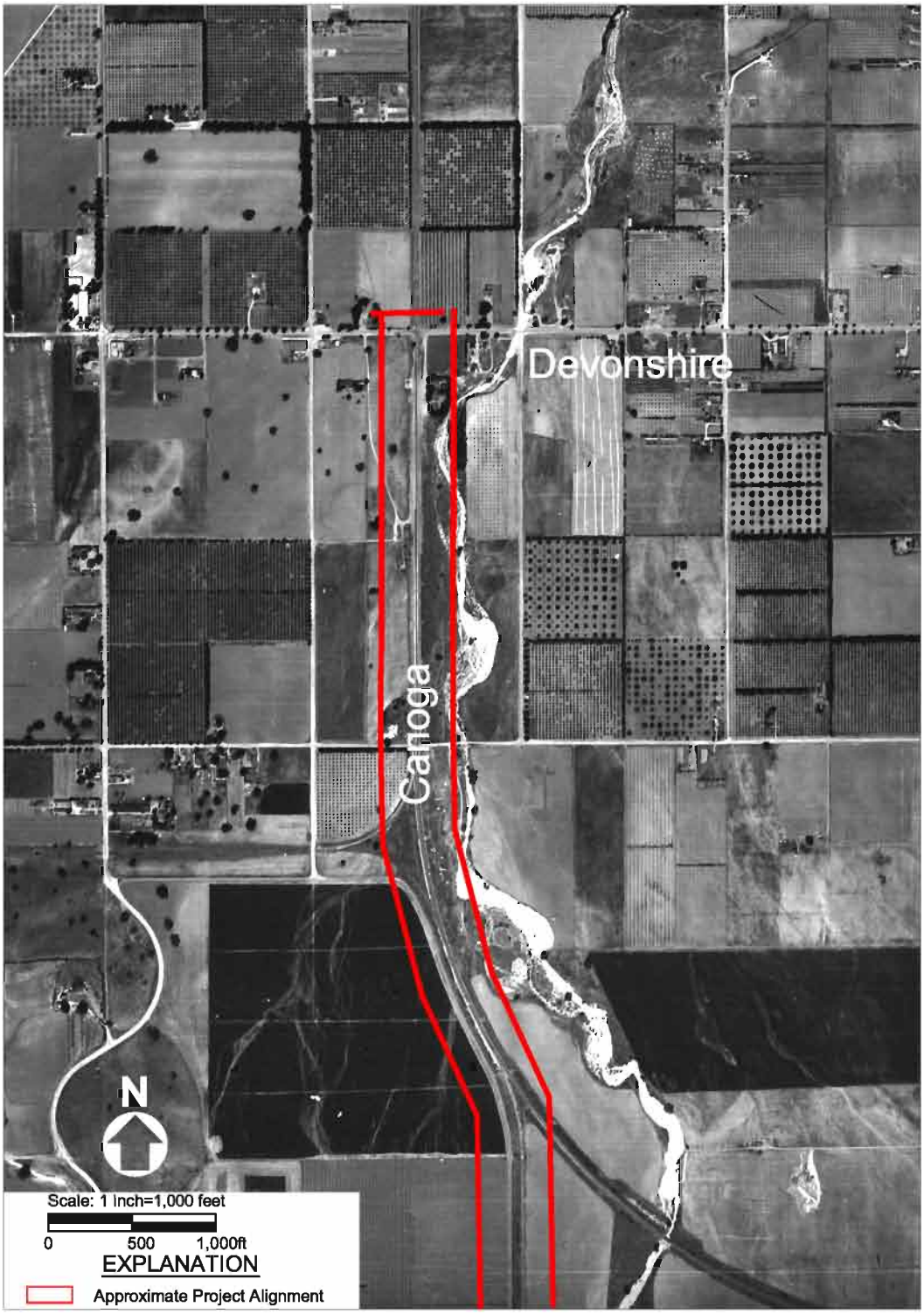

See Plate D24

1938 (c) Aerial Photograph

PLATE
D23

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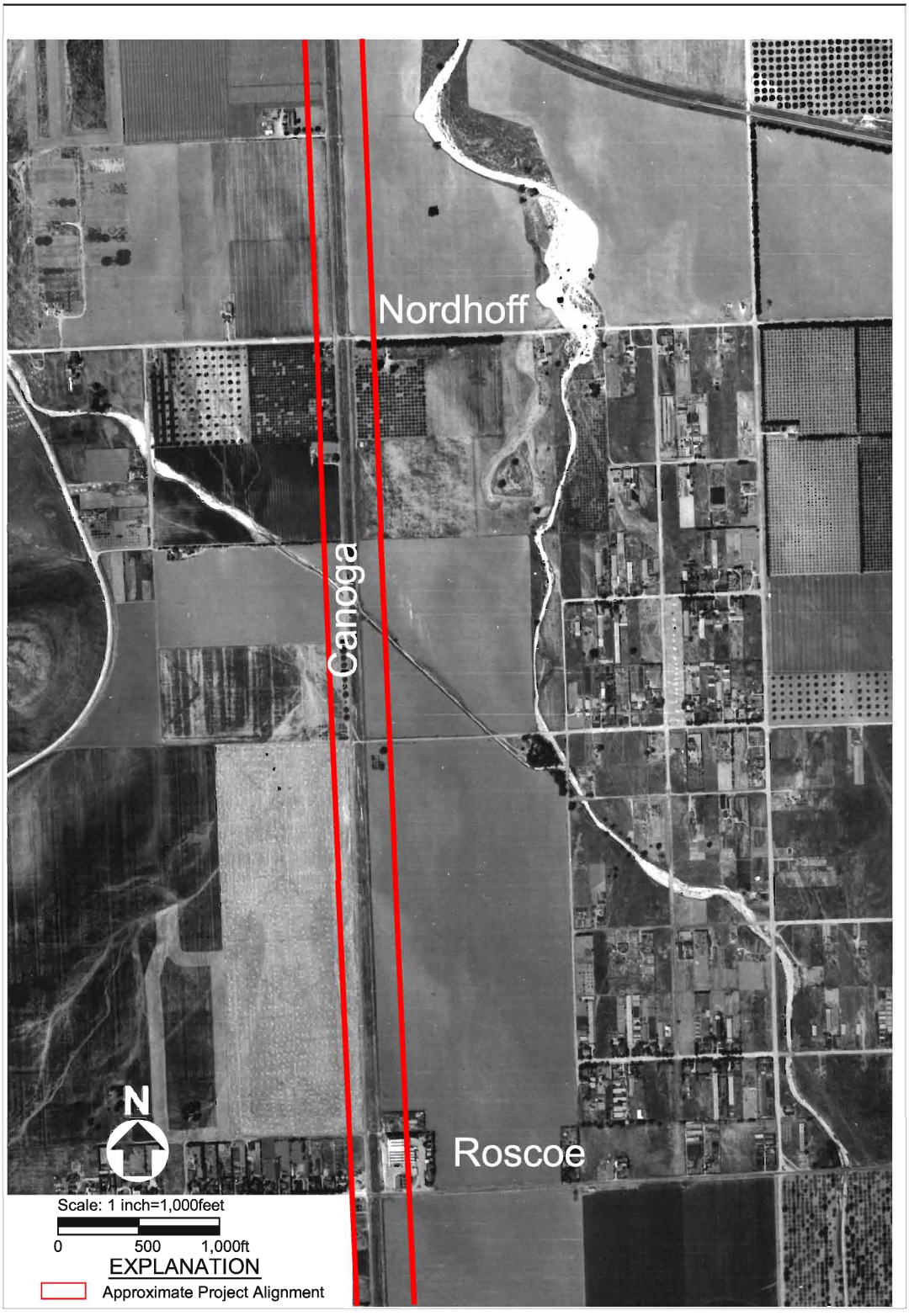
See Plate D23



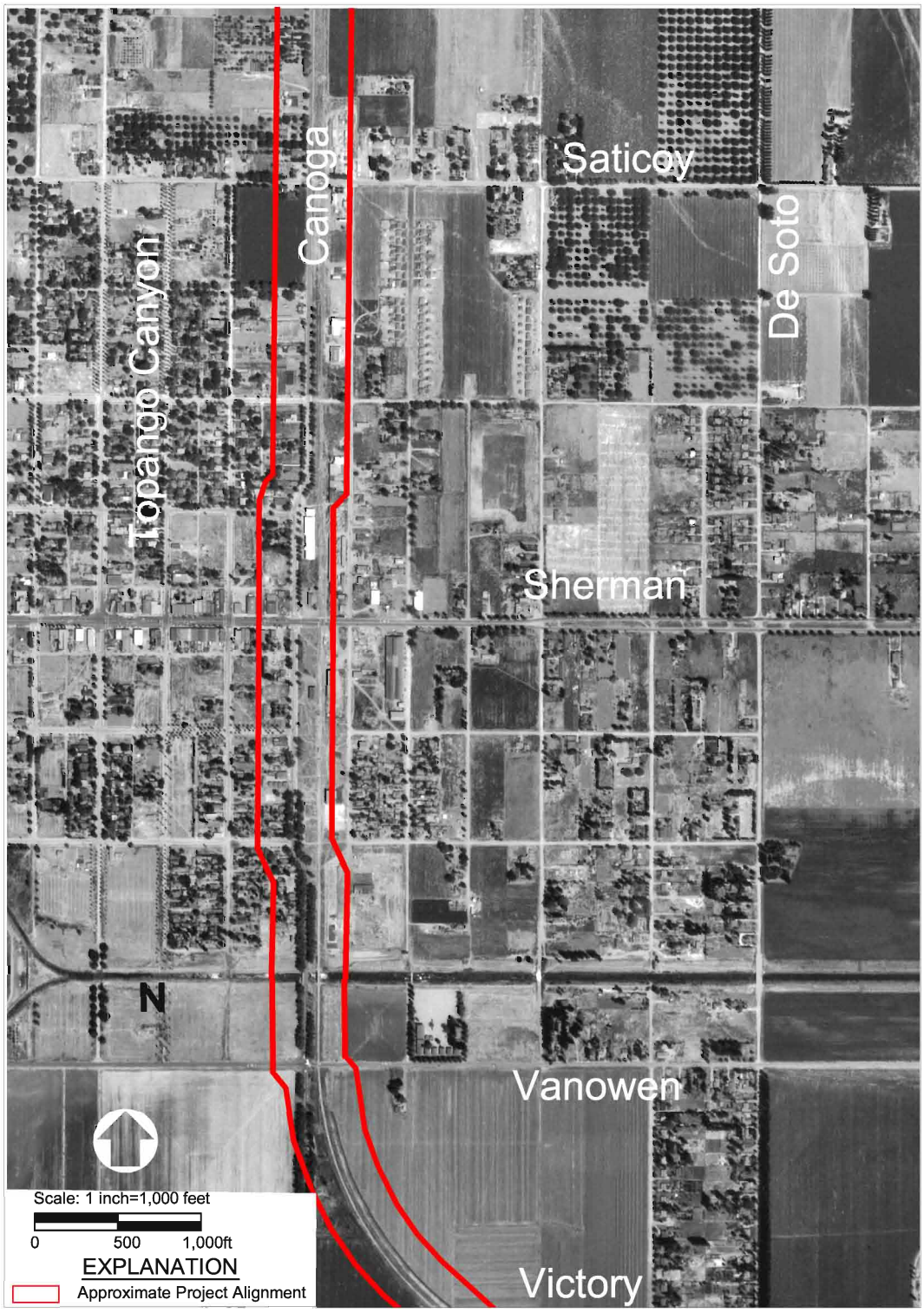
See Plate D25

1938 (c) Aerial Photograph

PLATE
D24

K:\datafls\PROJECTS\2007\2007-018\Phase I Environmental\EDR\2002 Aerial Map.dwg

See Plate D24



1938 (c) Aerial Photograph

PLATE
D25

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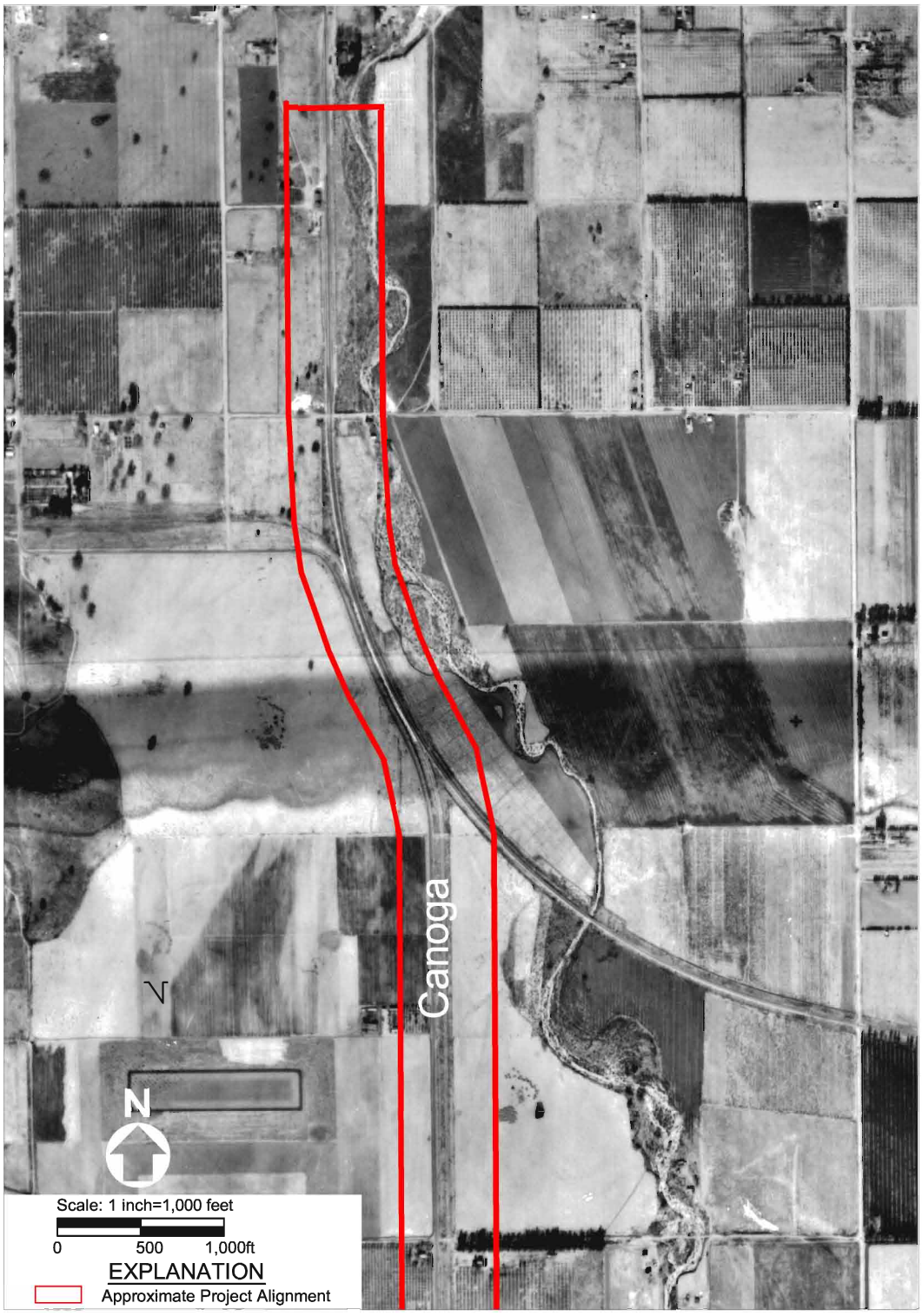


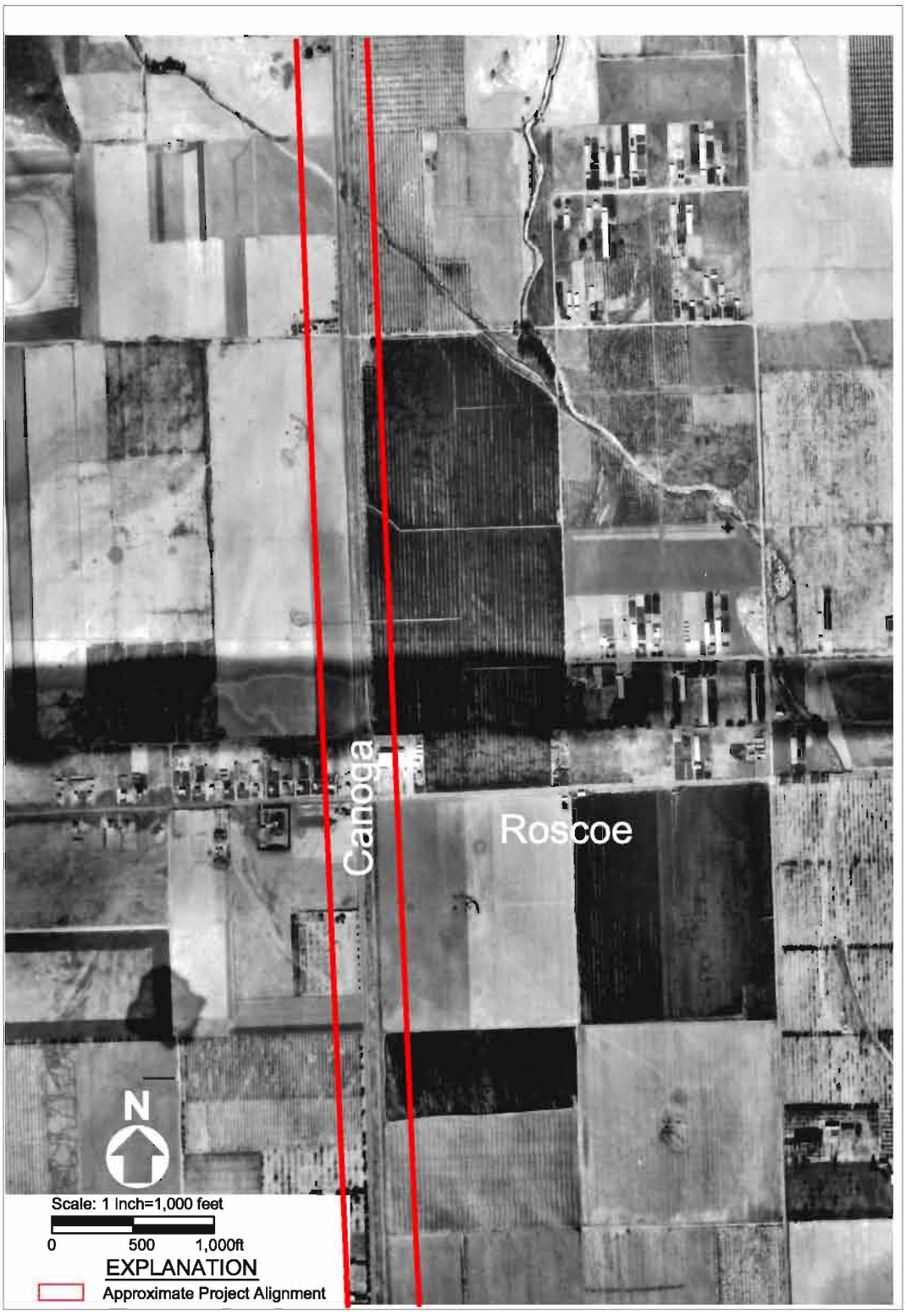
See Plate D25

1928 (c) Aerial Photograph

PLATE
D26

K:\datafis\PROJECTS\2007\2007-018\Phase I Environmental\EDR\2002 Aerial Map.dwg

See Plate D26



See Plate D28

1928 (c) Aerial Photograph

PLATE
D27

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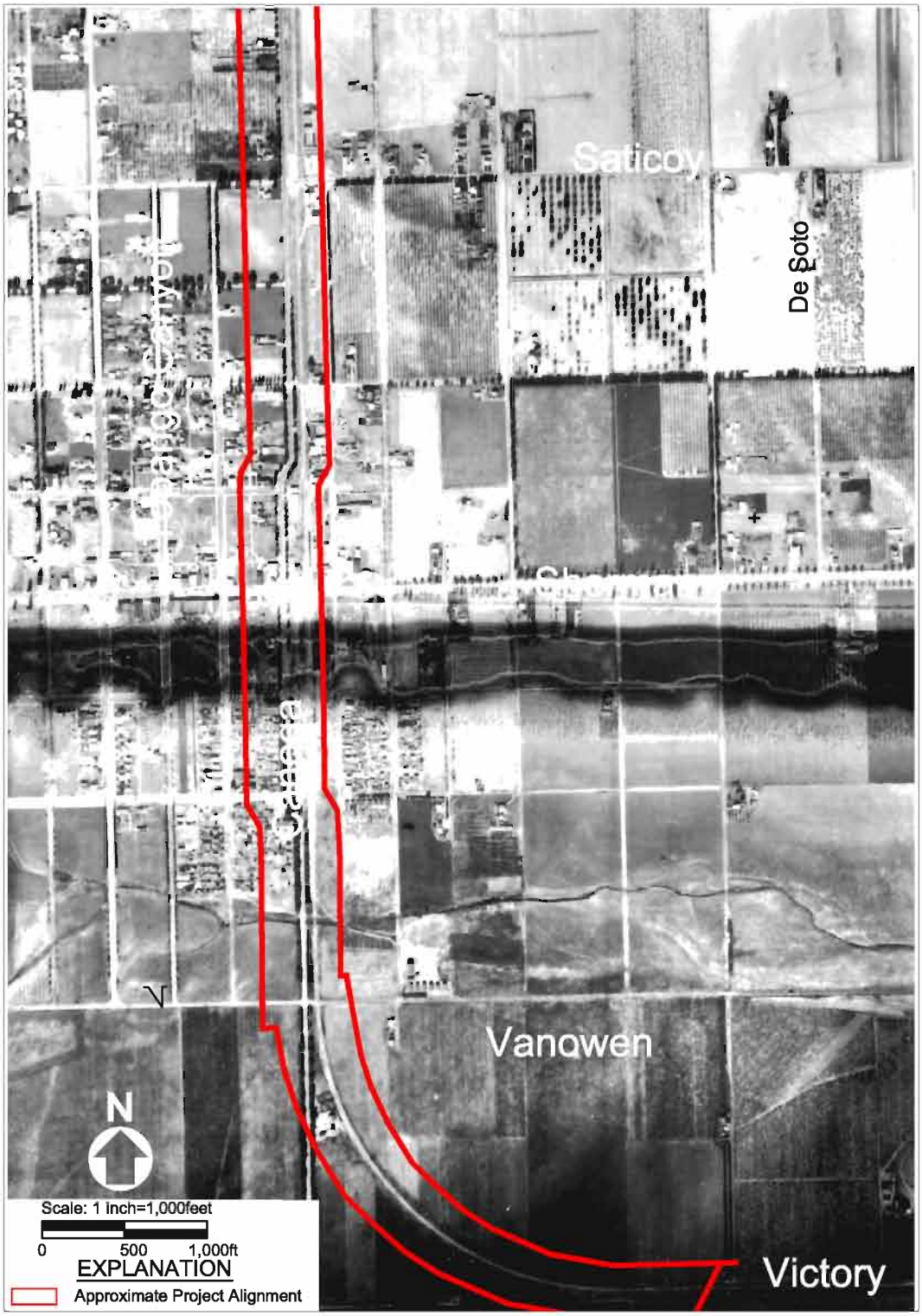
See Plate D27



1928 (c) Aerial Photograph

PLATE
D28

APPENDIX E

SANBORN MAPS

Certified Sanborn® Map Report

Sanborn® Library search results
Certification # DA76-4837-8508

MTA Orange Line Corridor
6500-10000 Canoga Ave
Canoga Park, CA 91311

Inquiry Number 1996267.1s

August 02, 2007

EDR® Environmental Data Resources Inc

The Standard in Environmental Risk Information

440 Wheelers Farms Rd
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

Certified Sanborn® Map Report

8/02/07

Site Name:
MTA Orange Line Corridor
6500-10000 Canoga Ave
Canoga Park, CA 91311

Client Name:
Diaz-Yourman & Associates
1616 E. Seventeenth Street
Santa Ana, CA 92705

EDR Inquiry # 1996267.1s

Contact: Gary Habert

EDR® Environmental Data Resources Inc

The complete Sanborn Library collection has been searched by EDR, and fire insurance maps covering the target property location provided by Diaz-Yourman & Associates were identified for the years listed below. The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by Sanborn Library LLC, the copyright holder for the collection.

Certified Sanborn Results:

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave
City, State, Zip: Canoga Park, CA 91311
Cross Street:
P.O. # na
Project: 2007-018
Certification # DA76-4837-8508

Maps Identified - Number of maps indicated within "( )"

1932 (3)
1927 (3)
1919 (1)

Total Maps: 7

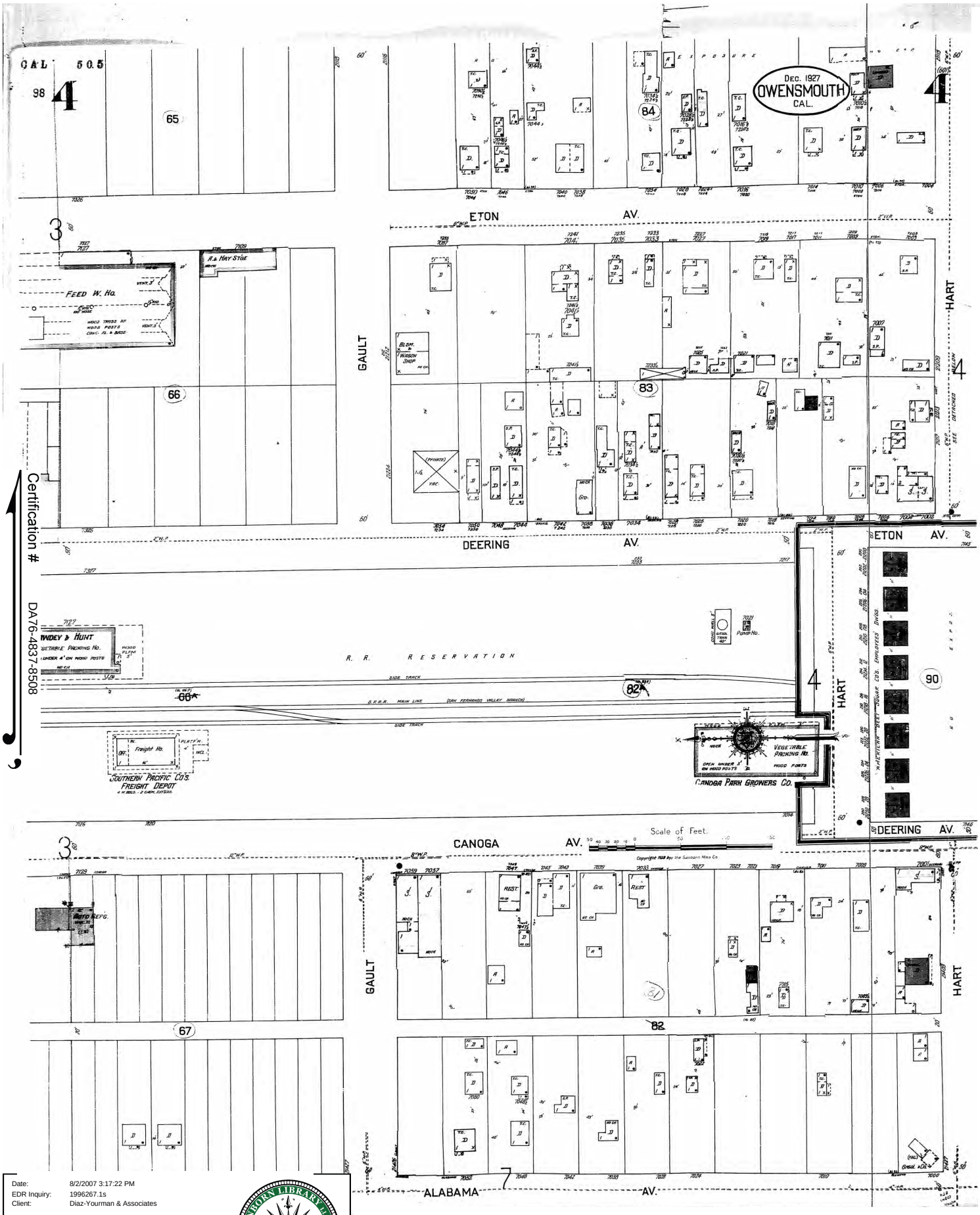
Sanborn® Library search results
Certification # DA76-4837-8508

The Sanborn Library includes more than 1.2 million Sanborn fire insurance maps, which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

Limited Permission To Make Copies

Diaz-Yourman & Associates (the client) is permitted to make up to THREE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.



Certification # DA76-4837-8508

Certification # DA76-4837-8508

Date: 8/2/2007 3:17:22 PM
EDR Inquiry: 1996267.1s
Client: Diaz-Yourman & Associates

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave

City, ST, ZIP: Canoga Park CA 91311
Certification # DA76-4837-8508

Research Associate: SES Copyright: 1932

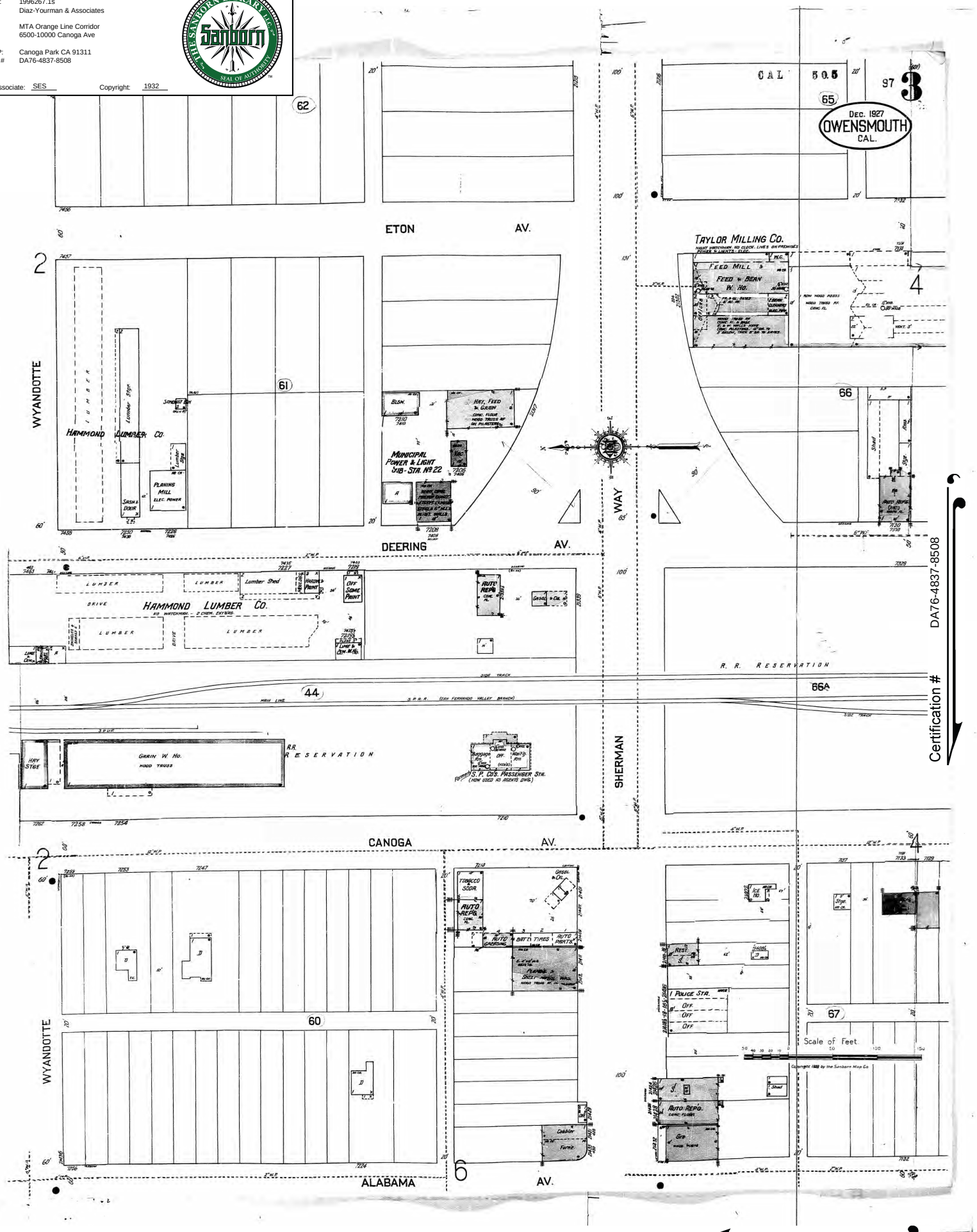
THE SANBORN LIBRARY LLC Sanborn SEAL OF AUTHENTICITY

Date: 8/2/2007 3:17:22 PM
EDR Inquiry: 1996267.1s
Client: Diaz-Yourman & Associates

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave

City, ST, ZIP: Canoga Park CA 91311
Certification # DA76-4837-8508

Research Associate: SES Copyright: 1932



Certification # DA76-4837-8508

Certification # DA76-4837-8508

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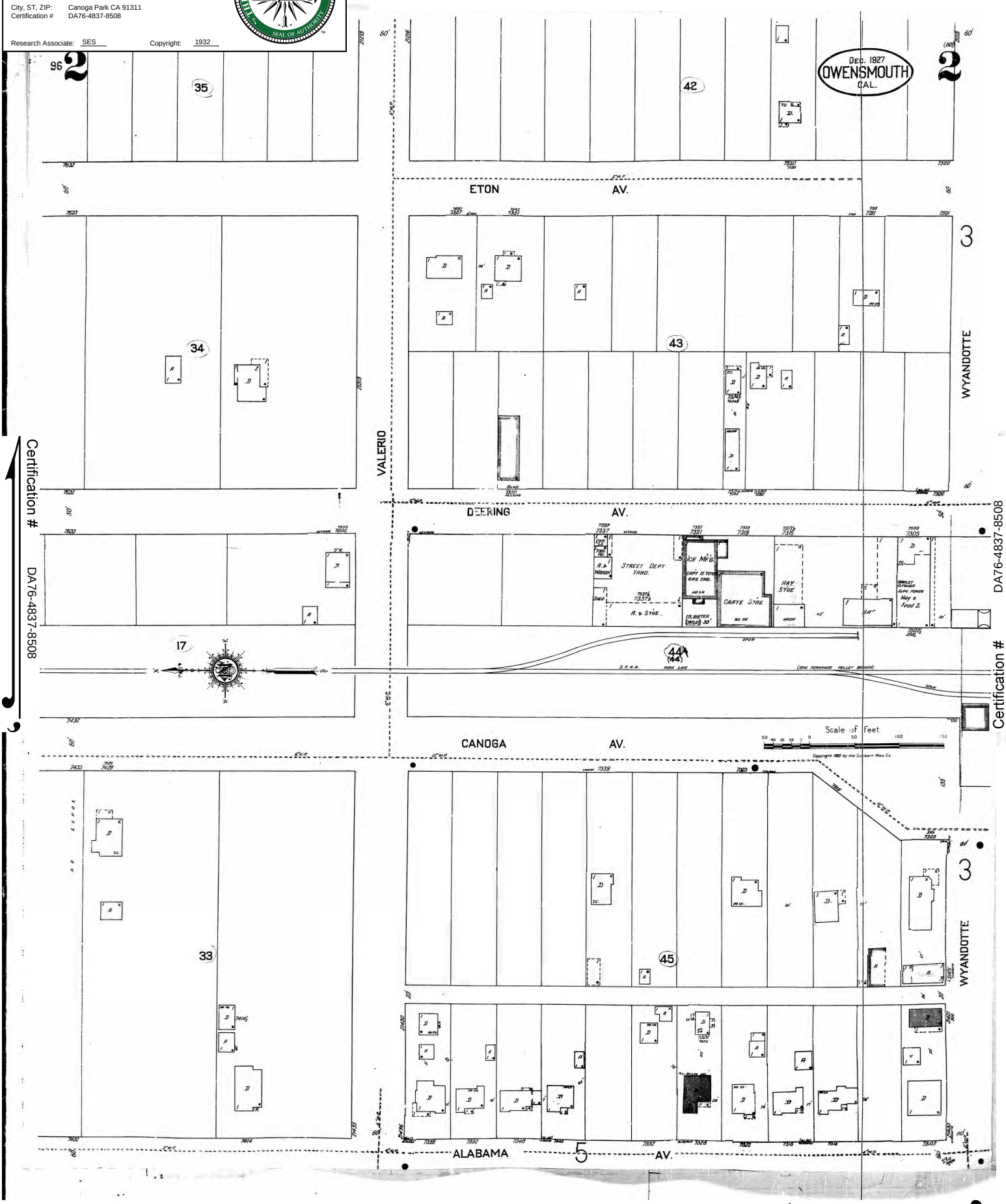
Date: 8/2/2007 3:17:22 PM
EDR Inquiry: 1996267.1s
Client: Diaz-Yourman & Associates

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave

City, ST, ZIP: Canoga Park CA 91311
Certification # DA76-4837-8508

Research Associate: SES Copyright: 1932

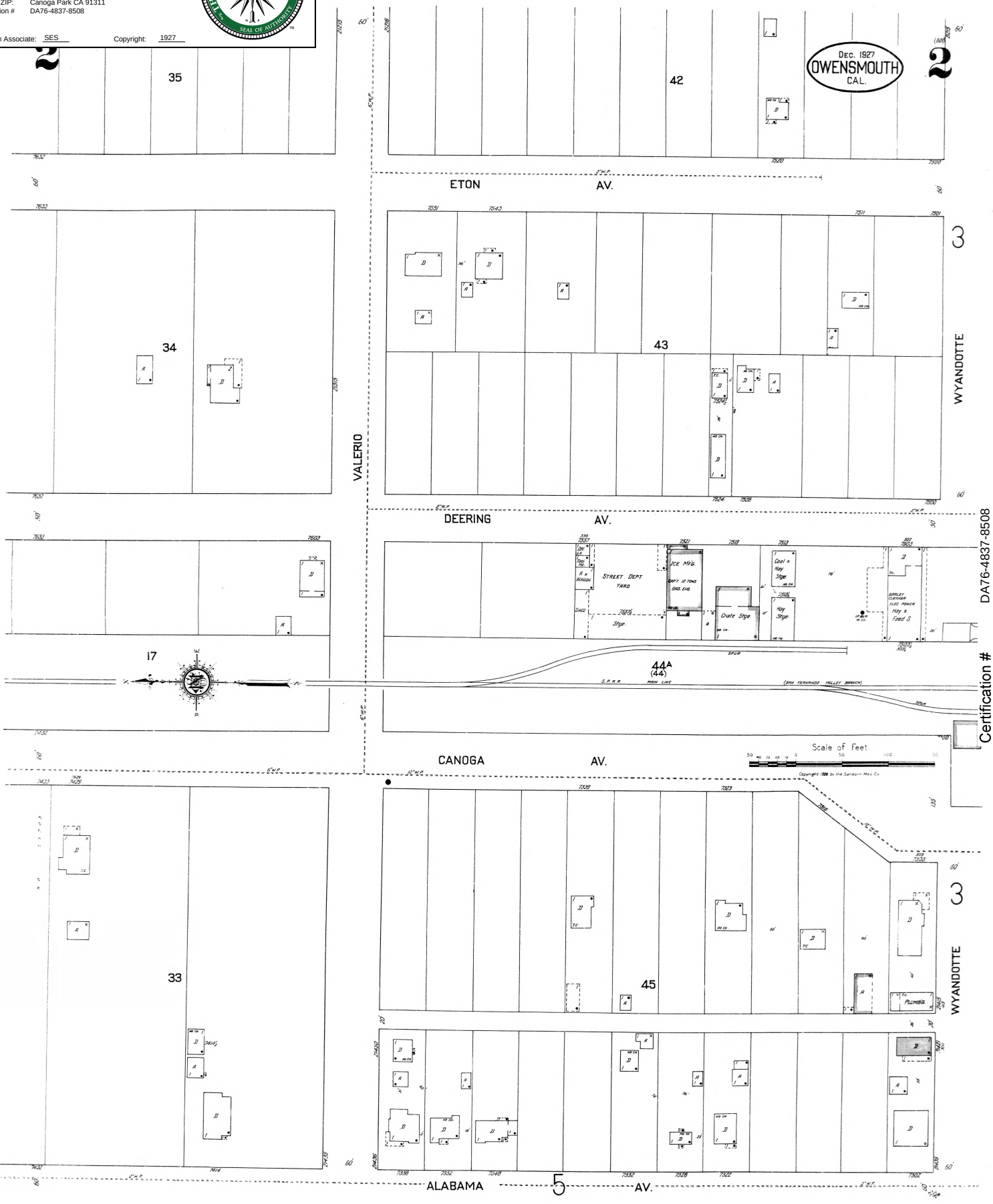


Date: 8/2/2007 3:17:22 PM
EDR Inquiry: 1996267.1s
Client: Diaz-Yourman & Associates

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave

City, ST, ZIP: Canoga Park CA 91311
Certification # DA76-4837-8508

Research Associate: SES Copyright: 1927



Certification # DA76-4837-8508

Certification # DA76-4837-8508

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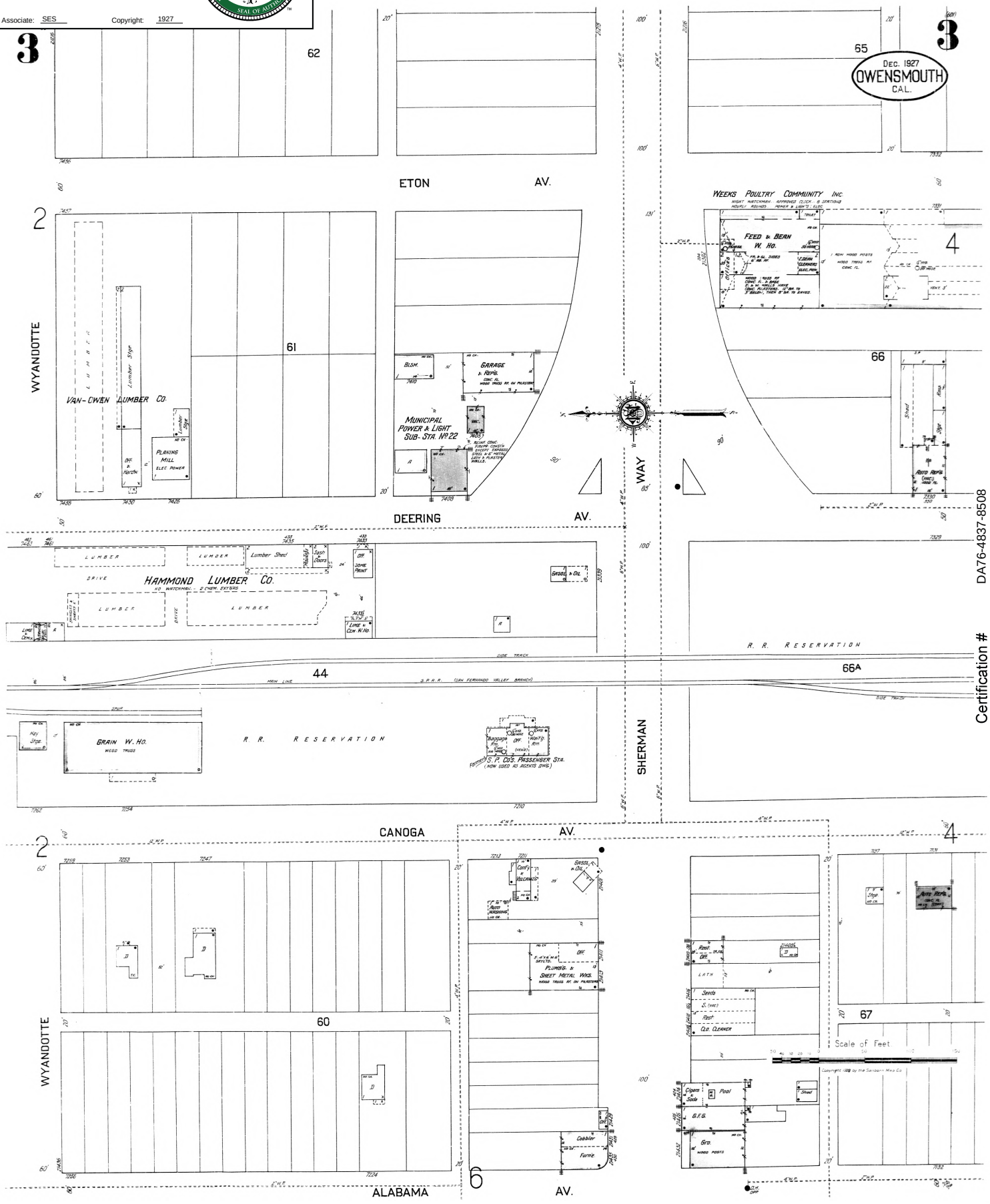
Date: 8/2/2007 3:17:22 PM
EDR Inquiry: 1996267.1s
Client: Diaz-Yourman & Associates

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave

City, ST, ZIP: Canoga Park CA 91311
Certification # DA76-4837-8508

Research Associate: SES Copyright: 1927



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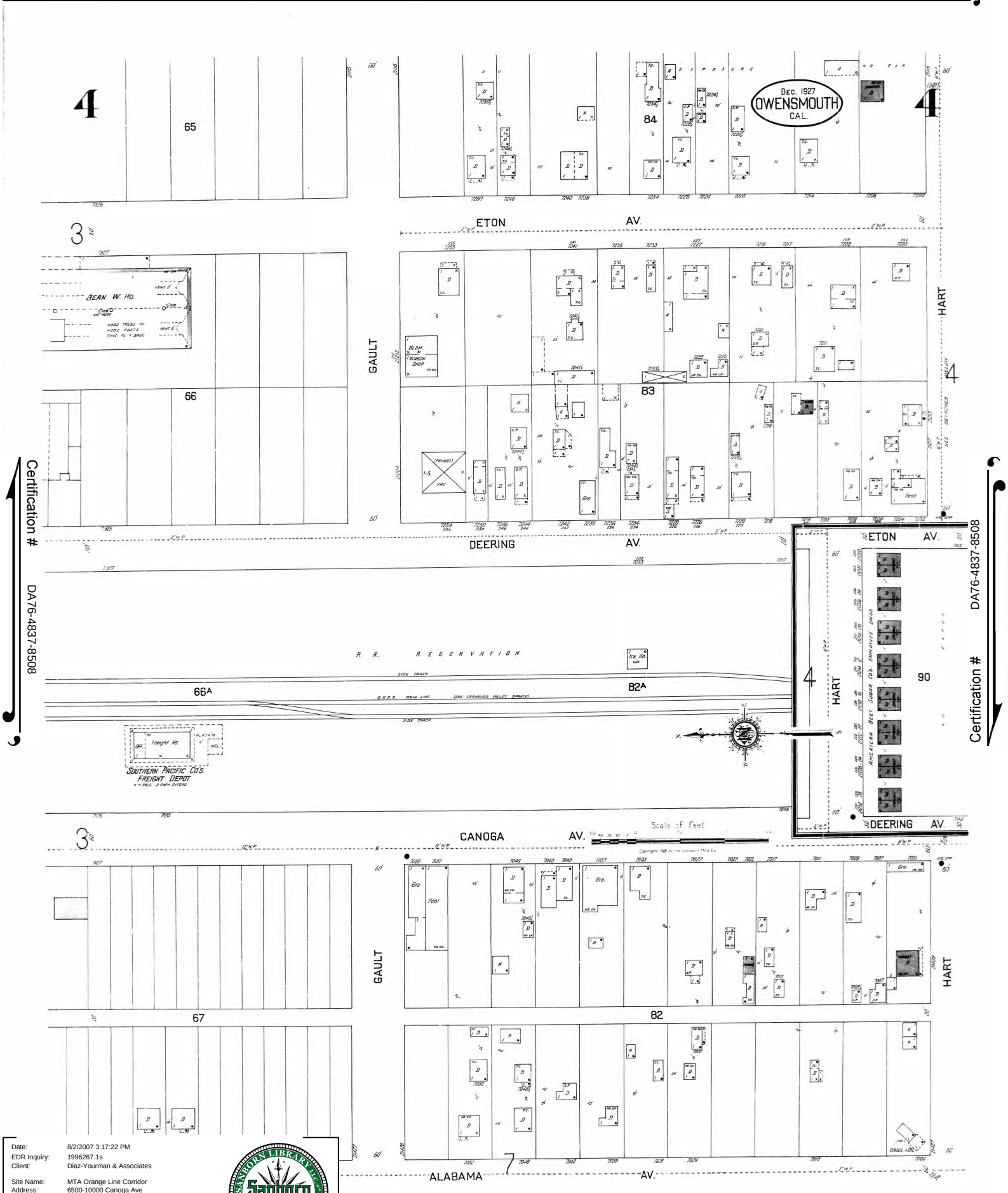
Certification # DA76-4837-8508



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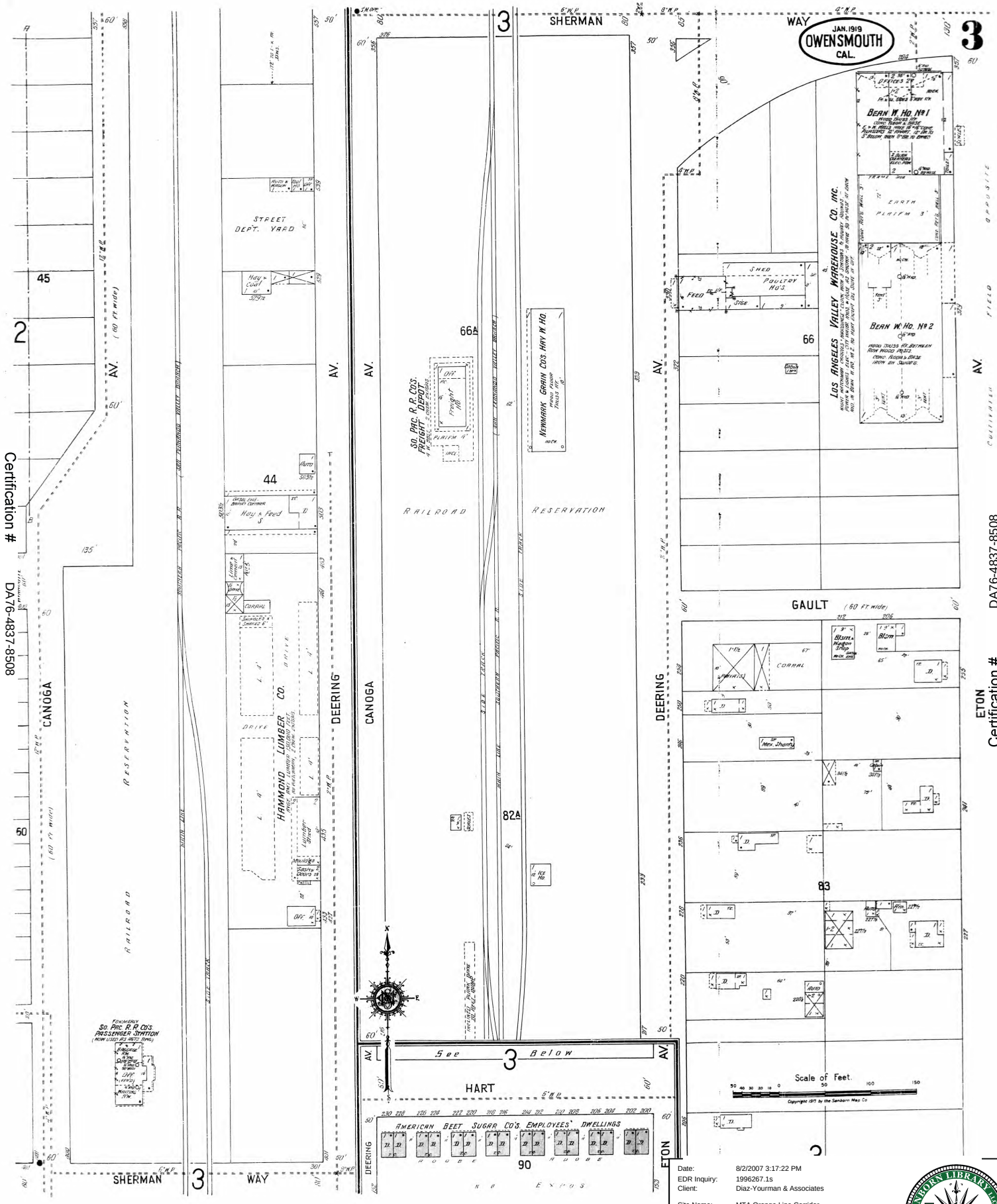
Certification # DA76-4837-8508

Date: 8/2/2007 3:17:22 PM
EDR Inquiry: 1996267.1s
Client: Diaz-Yourman & Associates

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave

City, ST, ZIP: Canoga Park CA 91311
Certification # DA76-4837-8508

Research Associate: SES
Copyright: 1927



Certification # DA76-4837-8508

ETON
Certification # DA76-4837-8508

Date: 8/2/2007 3:17:22 PM
EDR Inquiry: 1996267.1s
Client: Diaz-Yourman & Associates

Site Name: MTA Orange Line Corridor
Address: 6500-10000 Canoga Ave

City, ST, ZIP: Canoga Park CA 91311
Certification # DA76-4837-8508

Research Associate: SES
Copyright: 1919

APPENDIX F

EDR ENVIRONMENTAL DATABASE REPORT

EDR DataMap® Corridor Study

MTA Orange Line Corridor
Canoga Park, CA 91311

July 26, 2007

Inquiry number 01988304.1r

EDR® Environmental Data Resources Inc

The Standard in Environmental Risk Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR).

TARGET PROPERTY INFORMATION

ADDRESS

CANOGA PARK, CA 91311
CANOGA PARK, CA 91311

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL RECORDS

NPL National Priority List
Proposed NPL Proposed National Priority List Sites
Delisted NPL National Priority List Deletions
NPL LIENS Federal Superfund Liens
CERCLIS Comprehensive Environmental Response, Compensation, and Liability Information System
HMIRS Hazardous Materials Information Reporting System
US ENG CONTROLS Engineering Controls Sites List
US INST CONTROL Sites with Institutional Controls
DOD Department of Defense Sites
US BROWNFIELDS A Listing of Brownfields Sites
CONSENT Superfund (CERCLA) Consent Decrees
ROD Records Of Decision
UMTRA Uranium Mill Tailings Sites
ODI Open Dump Inventory
TSCA Toxic Substances Control Act
LIENS 2 CERCLA Lien Information
RADINFO Radiation Information Database
US CDL Clandestine Drug Labs
LUCIS Land Use Control Information System
DOT OPS Incident and Accident Data
PADS PCB Activity Database System
MINES Mines Master Index File

STATE AND LOCAL RECORDS

CA BOND EXP. PLAN Bond Expenditure Plan
Toxic Pits Toxic Pits Cleanup Act Sites
LIENS Environmental Liens Listing
DEED Deed Restriction Listing
VCP Voluntary Cleanup Program Properties
WIP Well Investigation Program Case List
CDL Clandestine Drug Labs

EXECUTIVE SUMMARY

HAULERS ..... Registered Waste Tire Haulers Listing

TRIBAL RECORDS

INDIAN RESERV ..... Indian Reservations
INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
INDIAN UST ..... Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants ... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

CERCLIS-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 03/21/2007 has revealed that there is 1 CERC-NFRAP site within the searched area.

Site	Address	Map ID	Page
ROCKWELL INTL CORP	***6633 CANOGA PARK***	***139***	***767***

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/14/2007 has revealed that there is 1 CORRACTS site within the searched area.

Site	Address	Map ID	Page
ROCKWELL INTL CORP	***6633 CANOGA PARK***	***139***	***767***

EXECUTIVE SUMMARY

RCRAInfo: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 06/13/2006 has revealed that there is 1 RCRA-TSDF site within the searched area.

Site	Address	Map ID	Page
ROCKWELL INTL CORP	***6633 CANOGA PARK***	***139***	***767***

RCRAInfo: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/13/2006 has revealed that there are 11 RCRA-LQG sites within the searched area.

Site	Address	Map ID	Page
AIRMEE INC	***10217 CANOGA AVE***	***8***	***19***
STANLEY WORKS CHATSWORTH FCLTY	***21325 SUPERIOR ST***	***24***	***92***
CIRCUIT MANUFACTURING INCORPOR	***9535 OWENSMOUTH AVE STE***	***29***	***112***
RAINBO RECORDS & CASSETTES - C	8960 EATON AVE	55	216
3M CANOGA PARK	***8357 CANOGA AVE***	***65***	***258***
OROWEAT	***21423 STRATHERN***	***80***	***360***
CANOGA PARK NEW P C	***7505 CANOGA AVE***	***101***	***485***
IMPRESS COMMUNICATIONS INCORPO	***6701 ETON AVENUE***	***131***	***679***
LAUSD--MAINT & OPER 4 (A)	***21213 VANOWEN ST***	***132***	***696***
ROCKWELL INTL CORP	***6633 CANOGA PARK***	***139***	***767***
ROCKWELL INTERNATIONAL INC	***6600 CANOGA AVE BLDG 37***	***142***	***779***

EXECUTIVE SUMMARY

RCRAInfo: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store , treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/13/2006 has revealed that there are 180 RCRA-SQG sites within the searched area.

Site	Address	Map ID	Page
ROXYS CLEANERS	***21317 DEVONSHIRE***	***1***	***3***
WEISZ & KENNEDY GEN ENG INC	***21757 DEVONSHIRE ST #14***	***2***	***7***
DEVONSHIRE W CLEANERS	***21505 DEVONSHIRE ST***	***5***	***10***
FOTO SPEED OF CHATSWORTH	***21701 DEVONSHIRE ST***	***6***	***14***
CHATSWORTH AUTO REPAIR SVC	***21630 DEVONSHIRE***	***7***	***14***
DANS AUTOMOTIVE	***10227 CANOGA AVE***	***8***	***22***
ECHART MARTIN AUTO BODY	***10101 CANOGA AVE***	***9***	***26***
ROY & VAL TOOL GRINDING INC	***10131 CANOGA AVE***	***9***	***28***
ELECTROPATH INC	***10137-39 CANOGA AVE***	***9***	***30***
DOUG S CUSTOM PAINT	***10149 CANOGA AVE***	***9***	***33***
CANOGA LITHOGRAPH CO	***10020 CANOGA AVE UNIT C***	***12***	***37***
BOBS TOPANGA TRANS	***10009 CANOGA AVE***	***12***	***38***
CLIFFDALE MFG CO	10055 CANGA AVE	12	39
KNIGHTS AUTO SVC	***10040 CANOGA AVE***	***12***	***39***
CLIFFDALE MFG CO INC	***10055 CANOGA AVE***	***12***	***40***
CASCO CIRCUITS INC	***10039 CANOGA AVE UNIT D***	***13***	***42***
T M AUTO CTR	***10050 CANOGA UNIT B***	***13***	***44***
VIP AUTO BODY	***9934 CANOGA AVE***	***14***	***46***
GEOREL INC	***9941 CANOGA AVE***	***14***	***48***
GJ INDUSTRIES, INC	***21350 LASSEN ST***	***15***	***50***
RONALDS EUROPEAN AUTO	***21800 LASSEN ST***	***16***	***51***
TOTAL PHARMACEUTICAL CARE	***21818 LASSEN ST #G***	***16***	***53***
VALLEY PERFORMANCE TRANSMISSIO	***9811-2 OWENSMOUTH AVE***	***18***	***66***
ALCO PRECISION	***9837 OWENSMOUTH***	***18***	***68***
DECORTOM LABS	***9810 OWENS MOUTH UNIT 1***	***18***	***72***
L C A PROMOTIONS	***9848 OWENSMOUTH***	***18***	***79***
TRANSAXLE ENGINEERING INC	***9833 DEERING UNIT H***	***19***	***80***
CHATSWORTH MOTOR CARRIAGE	***9833 DEERING UNIT F&G***	***19***	***80***
BOBS EUROPEAN AUTO BODY	***9833 DEARING AVE UNIT B***	***19***	***81***
MT AUTO BODY	***9811 DERING UNIT D***	***19***	***82***
FIRE STATION 96	***21800 MARILLA ST***	***20***	***85***
ACTIVE PLATING & PROCESSING IN	***9765 DEERING AVE***	***21***	***88***
HALTRONICS CORP	***9741 CANOGA AVE***	***22***	***88***
REMCO INDUSTRIES	***9705 OWENSMOUTH AVE***	***25***	***93***
QUICK ELECTRONICS, INC	***9601 OWENSMOUTH AVE, UN***	***26***	***94***
ELECTRO MAGNETICK PROCESSED IN	***9616 OWENSMOUTH AVE***	***26***	***95***
C&D DIE CASTING CO, INC	***9649 OWENSMOUTH AVE***	***26***	***95***
PACE CHEM INDUSTRIES INC	***9601 OWENSMOUTH UNIT #2***	***28***	***112***
NET CO INC	***9540 OWENSMOUTH NO 7***	***29***	***115***
ROCKETDYNE EXPER LASER LAB REL	***9550 OWENSMOUTH AVE***	***29***	***117***
REPRODUCTIVE IMAGES	***9560 OWENSMOUTH***	***29***	***117***
ROCKETDYNE	***21415 TO 21605 PLUMMER***	***30***	***119***

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
TONY S AUTO BODY	***7121 ETON AVE***	***117***	***631***
GERARD DESIGN	***7103 OWENSMOUTH AVE UNI***	***119***	***635***
LLOYDS PLACE AUTO REPAIR	***7103 OWENSMOUTH***	***119***	***637***
PROFESSIONAL 1 AUTO REPAIR THE	***21521 GAULT ST***	***120***	***638***
CHET AUTOMOTIVE INC	***21523 GAULT ST***	***120***	***638***
ALL SAFE ELECTRIC	***7057 CANOGA AVE***	***121***	***639***
PRMIER PRODUCTS	***7014 DEERING AVE***	***122***	***647***
VISTA SUN AUTO BODY	***7000 CANOGA AVE***	***124***	***652***
GLOBAL GEOCHEMISTRY CORPO	***6919 ETON AVENUE***	***128***	***669***
ATCHLEY CONTROLS	***6933 ETON AVE***	***128***	***673***
LITTON AERO PRODUCTS DIVISION	***6700 ETON AV***	***131***	***685***
FEDERAL EXPRESS	***21300 VANOWEN ST***	***131***	***688***
INTERSCOPE PATHOLOGY MED GRP	***21114 VANOWEN ST***	***133***	***700***
RAP DISCOUNT AUTO SUPPLY	***21407 VANOWEN***	***135***	***706***
LITTON MELLONICS INFO CENTER	***6701 VARIEL PARK***	***136***	***707***
FABER ENTERPRISES INC	***6606 VARIEL AVE***	***137***	***709***
REDKEN LABORATORIES	6625 VARIEL AVENUE	137	714
REDKEN LABORATORIES INC	6625 VARIEL AV.	137	714
ONE LAMBDA INC	***21001 KITTRIDGE ST***	***138***	***715***
ROCKETDYNE DIVISION	***6633 CANOGA AVENUE***	***139***	***722***
PERKINS RESEARCH	***6635 INDEPENDENCE***	***140***	***777***
QUALITY CLEANERS	***20938 VICTORY BLVD***	***143***	***780***
S L I INDUSTRIES INC	***21040 VICTORY BLVD***	***145***	***787***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***
FILMATION STUDIOS	***6464 CANOG AVE***	***149***	***801***
THE HOME DEPOT NO 6632	***6345 VARIEL AVE***	***151***	***803***

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 12/31/2006 has revealed that there are 9 ERNS sites within the searched area.

Site	Address	Map ID	Page
9919 CANOGA AVE.	9919 CANOGA AVE.	14	45
9640 N. OWENS MONTH AVE	9640 N. OWENS MONTH AVE	26	95
9601 CANOGA AVENUE	9601 CANOGA AVENUE	27	101
9601 CANOGA AVE.	9601 CANOGA AVE.	27	110
9601 CANOGA AVENUE	9601 CANOGA AVENUE	27	112
21252 NORDHOFF STREET	21252 NORDHOFF STREET	48	190
6625 VARIEL AVE	6625 VARIEL AVE	137	712
6633 CANOGA BLVD	6633 CANOGA BLVD	139	724
6633 CANOGA AVENUE	6633 CANOGA AVENUE	139	742

FUDS: The Listing includes locations of Formerly Used Defense Sites Properties where the US Army Corps Of Engineers is actively working or will take necessary cleanup actions.

A review of the FUDS list, as provided by EDR, and dated 12/31/2005 has revealed that there is 1 FUDS site within the searched area.

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
CANOGA AVE FACILITY (AFP#56)		141	778

TRIS: The Toxic Chemical Release Inventory System identifies facilities that release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III, Section 313. The source of this database is the U.S. EPA.

A review of the TRIS list, as provided by EDR, and dated 12/31/2005 has revealed that there are 3 TRIS sites within the searched area.

Site	Address	Map ID	Page
NESTLE PREPARED FOODS CO	9601 CANOGA AVE	27	96
NATIONAL READY MIX CONCRETE CO	6969 DEERING AVE	126	655
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, and dated 04/13/2007 has revealed that there are 7 FTTS sites within the searched area.

Site	Address	Map ID	Page
NEWPORT LABORATORIES INC	***21642 MARILLA ST***	***18***	***63***
STANDARD ABRASIVE INC	***9351 DEERING AV***	***34***	***132***
EXHART COMPANY	***21525 STRATHERN ST***	***81***	***368***
EXHART COMPANY	***6758 ETON AVE***	***131***	***687***
ONE LAMBDA INC	***21001 KITTRIDGE ST***	***138***	***715***
UNITED SPECTRUM, INC. (BOEING	***6620 CANOGA AVENUE, BLD***	***139***	***717***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***

SSTS: Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

A review of the SSTS list, as provided by EDR, and dated 12/31/2005 has revealed that there are 3 SSTS sites within the searched area.

Site	Address	Map ID	Page
EXHART COMPANY	9851 OWENSMOUTH AVE	18	77
ALL AMERICAN RECREATION	***21339 NORDHOFF ST***	***45***	***167***
PURE SURE	***21339 NORDHOFF ST***	***45***	***170***

EXECUTIVE SUMMARY

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, and dated 10/19/2006 has revealed that there are 7 HIST FTTS sites within the searched area.

Site	Address	Map ID	Page
NEWPORT LABORATORIES INC	***21642 MARILLA ST***	***18***	***63***
STANDARD ABRASIVE INC	***9351 DEERING AV***	***34***	***132***
EXHART COMPANY	***21525 STRATHERN ST***	***81***	***368***
EXHART COMPANY	***6758 ETON AVE***	***131***	***687***
ONE LAMBDA INC	***21001 KITTRIDGE ST***	***138***	***715***
UNITED SPECTRUM, INC. (BOEING	***6620 CANOGA AVENUE, BLD***	***139***	***717***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 02/21/2007 has revealed that there is 1 ICIS site within the searched area.

Site	Address	Map ID	Page
CATALINA YACHTS INCORPORATED	21200 VICTORY BLVD	147	789

MLTS: The Material Licensing Tracking System is maintained by the Nuclear Regulatory Commission and contains a list fo approximately 8,100 sites which possess or use radioactive materials and are subject to NRC licensing requirements.

A review of the MLTS list, as provided by EDR, and dated 04/05/2007 has revealed that there are 2 MLTS sites within the searched area.

Site	Address	Map ID	Page
TECHNICAL ASSOC.	7051 ETON AVENUE	123	651
ROCKETDYNE DIVISION	***6633 CANOGA AVENUE***	***139***	***722***

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA

EXECUTIVE SUMMARY

Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 04/12/2007 has revealed that there are 203 FINDS sites within the searched area.

Site	Address	Map ID	Page
ROXYS CLEANERS	***21317 DEVONSHIRE***	***1***	***3***
WEISZ & KENNEDY GEN ENG INC	***21757 DEVONSHIRE ST #14***	***2***	***7***
DEVONSHIRE W CLEANERS	***21505 DEVONSHIRE ST***	***5***	***10***
FOTO SPEED OF CHATSWORTH	***21701 DEVONSHIRE ST***	***6***	***14***
CHATSWORTH AUTO REPAIR SVC	***21630 DEVONSHIRE***	***7***	***14***
AIRMEE INC	***10217 CANOGA AVE***	***8***	***19***
DANS AUTOMOTIVE	***10227 CANOGA AVE***	***8***	***22***
ECHART MARTIN AUTO BODY	***10101 CANOGA AVE***	***9***	***26***
ROY & VAL TOOL GRINDING INC	***10131 CANOGA AVE***	***9***	***28***
ELECTROPATH INC	***10137-39 CANOGA AVE***	***9***	***30***
DOUG S CUSTOM PAINT	***10149 CANOGA AVE***	***9***	***33***
CANOGA LITHOGRAPH CO	***10020 CANOGA AVE UNIT C***	***12***	***37***
BOBS TOPANGA TRANS	***10009 CANOGA AVE***	***12***	***38***
KNIGHTS AUTO SVC	***10040 CANOGA AVE***	***12***	***39***
CLIFFDALE MFG CO INC	***10055 CANOGA AVE***	***12***	***40***
CASCO CIRCUITS INC	***10039 CANOGA AVE UNIT D***	***13***	***42***
T M AUTO CTR	***10050 CANOGA UNIT B***	***13***	***44***
VIP AUTO BODY	***9934 CANOGA AVE***	***14***	***46***
GEOREL INC	***9941 CANOGA AVE***	***14***	***48***
GJ INDUSTRIES, INC	***21350 LASSEN ST***	***15***	***50***
RONALDS EUROPEAN AUTO	***21800 LASSEN ST***	***16***	***51***
TOTAL PHARMACEUTICAL CARE	***21818 LASSEN ST #G***	***16***	***53***
NEWPORT LABORATORIES INC	***21642 MARILLA ST***	***18***	***63***
VALLEY PERFORMANCE TRANSMISSIO	***9811-2 OWENSMOUTH AVE***	***18***	***66***
ALCO PRECISION	***9837 OWENSMOUTH***	***18***	***68***
DECORTOM LABS	***9810 OWENS MOUTH UNIT 1***	***18***	***72***
EXHART CO	9851 OWENSMOUTH AV	18	77
L C A PROMOTIONS	***9848 OWENSMOUTH***	***18***	***79***
TRANSAXLE ENGINEERING INC	***9833 DEERING UNIT H***	***19***	***80***
CHATSWORTH MOTOR CARRIAGE	***9833 DEERING UNIT F&G***	***19***	***80***
BOBS EUROPEAN AUTO BODY	***9833 DEARING AVE UNIT B***	***19***	***81***
MT AUTO BODY	***9811 DERING UNIT D***	***19***	***82***
FIRE STATION 96	***21800 MARILLA ST***	***20***	***85***
ACTIVE PLATING & PROCESSING IN	***9765 DEERING AVE***	***21***	***88***
HALTRONICS CORP	***9741 CANOGA AVE***	***22***	***88***
STANLEY WORKS CHATSWORTH FCLTY	***21325 SUPERIOR ST***	***24***	***92***
REMCO INDUSTRIES	***9705 OWENSMOUTH AVE***	***25***	***93***
QUICK ELECTRONICS, INC	***9601 OWENSMOUTH AVE, UN***	***26***	***94***
ELECTRO MAGNETICK PROCESSED IN	***9616 OWENSMOUTH AVE***	***26***	***95***
C&D DIE CASTING CO, INC	***9649 OWENSMOUTH AVE***	***26***	***95***
NESTLE PREPARED FOODS CO CHATS	9601 CANOGA AVENUE	27	111
PACE CHEM INDUSTRIES INC	***9601 OWENSMOUTH UNIT #2***	***28***	***112***
CIRCUIT MANUFACTURING INCORPOR	***9535 OWENSMOUTH AVE STE***	***29***	***112***
NET CO INC	***9540 OWENSMOUTH NO 7***	***29***	***115***
ROCKETDYNE EXPER LASER LAB REL	***9550 OWENSMOUTH AVE***	***29***	***117***
REPRODUCTIVE IMAGES	***9560 OWENSMOUTH***	***29***	***117***
ROCKETDYNE	***21415 TO 21605 PLUMMER***	***31***	***121***
GUIDANCE TECHNOLOGY INC	***9350 ETON AVENUE***	***33***	***123***
COMPUTER OPTICAL PROD INC	***9353 ETON AVE***	***33***	***124***
ORLY INTERNATIONAL	***9309 DEERING AVE***	***34***	***126***
STANDARD ABRASIVES	***9351 DEERING AVE***	***34***	***129***

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
SUN UNLIMITED	*21315 DEERING CT*	*75*	*329*
MITANN INC	*21320 DEERING CT*	*75*	*331*
NATIONAL MACHINE	*21333 DEERING COURT*	*75*	*334*
INDUSTRIAL FINISHING CO INC	*21345 DEERING CT*	*75*	*335*
FOURTH DIMENSION WORK SYSTEMS	*21344 DEERING COURT*	*75*	*342*
LANDOWNERS LIMITED	*8020 DEERING AVE*	*76*	*345*
BLACK COPY CO INC	*8022 DEERING AVE*	*76*	*346*
CONDOR PACIFIC INDUSTRIES	*8053 DEERING AVE*	*76*	*346*
LAIDLAW TRANSIT	*8039 CANOGA AVE*	*77*	*349*
PREMIER INDUSTRIAL PAINTING CO	*8040 REMMET AVE UNIT 10*	*78*	*355*
FRANK SMITH PRECISION MACRINE	*8040 REMMER UNIT NO. 7*	*79*	*358*
HARTMAN ELECTRONICS CORPORATIO	*8014 REMMET AVE*	*79*	*358*
OROWEAT	*21423 STRATHERN*	*80*	*360*
EXHART COMPANY	*21525 STRATHERN ST*	*81*	*368*
DAVID ELLIS CHRYSLER INC	7946 ALABAMA AVE	83	370
FLOWMETRICS	*7959 ALABAMA AVE*	*83*	*370*
KARMAN LTD	*7931 DEERING AVE*	*84*	*371*
CINEMA COLOR CORP	*7900 ALABAMA AVE*	*86*	*379*
TRANSIT AUTHORITY CORP THE	*7868 DEERING AVE*	*87*	*380*
AL S IRON WORKS	*7851 ALABAMA AVE*	*88*	*389*
VISTA FORD AUTO BODY	*7862 DEERING*	*89*	*398*
CELESCO TRANSDUCER PRODUCTS IN	*7800 DEERING AVE*	*89*	*407*
INTERNATIONAL BUSINESS EXPERTS	*7900 DEERING AVE*	*89*	*411*
TEMPTRON ENGINEERING INC	*7823 DEERING AVE*	*89*	*412*
NILSSON S, INC	*21436 INGOMAR ST*	*90*	*418*
ENTERPRISE TOYOTA	*21444 INGOMAR ST*	*90*	*420*
J C TRANSMISSION	*7800 CANOGA AVE*	*90*	*423*
VALLEY AUTO WORKS INC	*21430 INGOMAR*	*90*	*428*
CARS OF DASTINTION	*21417 INGOMAR ST UNIT 7*	*90*	*432*
AMUNDSON AUTO BODY	*21417 INGOMAR ST UNIT 2*	*90*	*433*
VALLEY PLATING	*7631 ALABAMA AVE NO 2*	*92*	*436*
ALL SERVICES OIL CO	*7705 ALABAMA AVE*	*92*	*445*
AZTEC PLATING CORP	*7724 DEERING AVE*	*93*	*453*
SOUTHERN CALIFORNIA GAS CO	*7711 CANOGA AVE*	*96*	*461*
CALIFORNIA LAWNMOWERS	*7528 DEERING*	*100*	*482*
CANOGA PARK NEW P C	*7505 CANOGA AVE*	*101*	*485*
CANOGA PARK SVC CTR	*7507 CANOGA AVE*	*101*	*491*
STERKEL GMC INC	*7441 CANOGA AVE*	*102*	*495*
LA CANOGA PARK ST MAINT YARD	*7453 CANOGA AVE*	*102*	*504*
SKETCHLEY AND MASON PLUMBING	*7412 DEERING AVE*	*103*	*507*
PACIFIC EXCHANGE PTS REBLD INC	*7436 DEERING AVE*	*103*	*512*
QUICK CROFT INC	*7324 DEERING AVE*	*104*	*517*
TURN OF THE CENTURY ANTIQUES	*7331 DEERING*	*104*	*521*
HOLMES BODY SHOP INC	*7358 DEERING*	*104*	*524*
LOUS AUTO RECONDITIONING	*7319 CANOGA AVE*	*105*	*532*
A1 AUTOMATIC TRANSMISSIONS	*7359 CANOGA AVE*	*105*	*535*
FOXIES AUTO BODY	*7221 DEERING AVE*	*106*	*542*
DIAMOND AUTO BODY	*7227 DEERING AVE*	*106*	*543*
RADIATOR HOSPITAL	*7243 DEERING AVE*	*106*	*544*
EDGAR AUTO PAINTING	*7259 DERRING*	*106*	*553*
LA CANOGA PARK LIBRARY	*7260 OWENSMOUTH AVE*	*107*	*556*
EXXON CO. USA #73830	21403 SHERMAN WAY	108	558
CHEVRON STATION NO 202018	*21403 SHERMAN WY*	*108*	*560*
DEFCO LITHOGRAPH INC	*7223 CANOGA AVENUE*	*108*	*574*
PERFORMANCE SVC CENTER	*7225 CANOGA AVE*	*108*	*575*
VITO S PAINT AND BODY SHOP	*7220 ALABAMA AVE*	*110*	*590*

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
JIM BESS CHEVROLET	***21100 SHERMAN WAY***	***111***	***594***
GLENN E THOMAS CO	***21100 SHERMAN WAY STE***	***111***	***598***
CARCOA AUTO PAINTING	***21316 SHERMAN WAY***	***112***	***599***
CAR CRAFT AUTO BODY	***7117 CANOGA AVE***	***114***	***608***
DODGE BROS GARAGE	***7129 CANOGA***	***114***	***610***
CANOGA PARK AUTO WORKS	***7125 ALABAMA AVE***	***115***	***618***
TOP OF THE LINE CLEANERS	***7138 OWENSMOUTH AVE***	***116***	***624***
TONY S AUTO BODY	***7121 ETON AVE***	***117***	***631***
GERARD DESIGN	***7103 OWENSMOUTH AVE UNI***	***119***	***635***
LLOYDS PLACE AUTO REPAIR	***7103 OWENSMOUTH***	***119***	***637***
PROFESSIONAL 1 AUTO REPAIR THE	***21521 GAULT ST***	***120***	***638***
CHET AUTOMOTIVE INC	***21523 GAULT ST***	***120***	***638***
ALL SAFE ELECTRIC	***7057 CANOGA AVE***	***121***	***639***
CATALINA PACIFIC CONCRETE CO C	7001 DEERING AVE	122	641
PRMIER PRODUCTS	***7014 DEERING AVE***	***122***	***647***
VISTA SUN AUTO BODY	***7000 CANOGA AVE***	***124***	***652***
NATIONAL READY MIX CONCRETE CO	6969 DEERING AVE	126	655
COLUMBIA ANALYTICAL SERVICES,	6925 CANOGA AVENUE	127	659
GLOBAL GEOCHEMISTRY CORPO	***6919 ETON AVENUE***	***128***	***669***
ATCHLEY CONTROLS	***6933 ETON AVE***	***128***	***673***
IMPRESS COMMUNICATIONS INCORPO	***6701 ETON AVENUE***	***131***	***679***
LITTON AERO PRODUCTS DIVISION	***6700 ETON AV***	***131***	***685***
EXHART COMPANY	***6758 ETON AVE***	***131***	***687***
FEDERAL EXPRESS	***21300 VANOWEN ST***	***131***	***688***
LAUSD--MAINT & OPER 4 (A)	***21213 VANOWEN ST***	***132***	***696***
INTERSCOPE PATHOLOGY MED GRP	***21114 VANOWEN ST***	***133***	***700***
RAP DISCOUNT AUTO SUPPLY	***21407 VANOWEN***	***135***	***706***
LITTON MELLONICS INFO CENTER	***6701 VARIEL PARK***	***136***	***707***
FABER ENTERPRISES INC	***6606 VARIEL AVE***	***137***	***709***
ONE LAMBDA INC	***21001 KITTRIDGE ST***	***138***	***715***
UNITED SPECTRUM, INC. (BOEING	***6620 CANOGA AVENUE, BLD***	***139***	***717***
ROCKETDYNE DIVISION	***6633 CANOGA AVENUE***	***139***	***722***
THE BOEING CO-CANOGA PARK	***6633 CANOGA AVE***	***139***	***740***
PERKINS RESEARCH	***6635 INDEPENDENCE***	***140***	***777***
ROCKWELL INTERNATIONAL INC	***6600 CANOGA AVE BLDG 37***	***142***	***779***
QUALITY CLEANERS	***20938 VICTORY BLVD***	***143***	***780***
S L I INDUSTRIES INC	***21040 VICTORY BLVD***	***145***	***787***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***
FILMATION STUDIOS	***6464 CANOG AVE***	***149***	***801***
THE HOME DEPOT NO 6632	***6345 VARIEL AVE***	***151***	***803***

RAATS: The RCRA Administration Action Tracking System contains records based on enforcement actions issued under RCRA and pertaining to major violators. It includes administrative and civil actions brought by the United States Environmental Protection Agency. The source of this database is the U.S. EPA.

A review of the RAATS list, as provided by EDR, and dated 04/17/1995 has revealed that there is 1 RAATS site within the searched area.

Site	Address	Map ID	Page
ATLAS TRANSPORT INC	***21524 NORDHOFF ST***	***47***	***178***

EXECUTIVE SUMMARY

STATE AND LOCAL RECORDS

HIST CAL-SITES: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within the searched area.

Site	Address	Map ID	Page
PARK METAL	***21608 NORDHOFF ST***	***50***	***205***

SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 05/29/2007 has revealed that there is 1 SCH site within the searched area.

Site	Address	Map ID	Page
NEW TIERRA DEL SOL, L.P.	***7505 CANOGA***	***101***	***485***

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, and dated 06/11/2007 has revealed that there are 2 SWF/LF sites within the searched area.

Site	Address	Map ID	Page
ALABAMA STREET MDY (TREE YARD	7725 ALABAMA AVENUE	92	446
CANOGA PARK STREET MAINTENANCE	7453 CANGOA AVENUE	102	506

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within the searched area.

Site	Address	Map ID	Page
SANTA SUSANA FACILITY	***6633 CANOGA AVE***	***139***	***737***

WDS: California Water Resources Control Board - Waste Discharge System.

A review of the CA WDS list, as provided by EDR, and dated 06/19/2007 has revealed that there are 16 CA WDS sites within the searched area.

Site	Address	Map ID	Page
NESTLE USD PREPARED FOOD DIV I	9601 CANOGA AVE	27	96
CHEF AMERICAN	***9601 CANOGA AVE***	***27***	***102***
LA CO METRO TRANS AUTH DIV 8	9201 CANOGA AVE	42	153
ATLAS TRANSPORT INC	***21524 NORDHOFF ST***	***47***	***178***
PARK METAL	***21608 NORDHOFF ST***	***50***	***205***
HUDSON PLATING	***8740 REMMET AVE***	***58***	***226***
SIEMENS MEDICAL SOLUTIONS USA	***8357 CANOGA AVE***	***65***	***253***
LAIDLAW TRANSIT	***8039 CANOGA AVE***	***77***	***349***
TOM SIMPSON	***8000 DEERING AVE***	***84***	***374***
CANOGA PARK-CALMAT COMPANY	***7001 DEERING AVE***	***122***	***644***
SKYLINE CONCRETE SALES CO	***6969 DEERING AVE***	***126***	***655***
FEDERAL EXPRESS CORPORATION	***21300 VAN OWEN ST***	***131***	***689***
ROCKETDYNE CANOGA FACILITY	633 CANOGA AVE	139	777
MCDONALDS RESTAURANT	21300 VICTORY BLVD	144	784
WARNER CORPORATE CENTER	***21300 VICTORY BLVD***	***144***	***785***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, and dated 04/01/2001 has revealed that there are 19 Cortese sites within the searched area.

Site	Address	Map ID	Page
ITT NEO DYN	***21411 PRAIRIE ST.***	***35***	***134***
RICHARDS ACCURATE IMPORT	***21329 NORDHOFF***	***45***	***165***
LA METROPOLITAN TRANSPORT	9101 CANOGA	49	195
SALVATION ARMY	***21375 ROSCOE BLVD***	***68***	***268***
VALLEY CANOGA PROPERTIES	***21222 ROSCOE BLVD***	***69***	***283***
TOSCO S.S. #5811	***21600 ROSCOE BLVD***	***70***	***291***
WINALL #16	***21403 SATICOY***	***99***	***473***
CANOGA PARK DIST. ST. MAI	7453 CANOGA	102	497
HULL BROTHERS LUMBER CO	***21350 SHERMAN WY***	***106***	***540***
WORTHMAN OIL S.S. (FORMER	21404 SHERMAN	108	565
EXXON #7-3830	***21401 SHERMAN WY***	***108***	***569***
EXXON	***7215 CANOGA AVE***	***108***	***572***
INT'L MOTOR CYCLES INC	***7233 CANOGA AVE***	***108***	***576***
SOUTHERN PACIFIC FACILITY	***7258 CANOGA AVE***	***108***	***581***
JIM BESS CHEVROLET (FORME	***21100 SHERMAN***	***111***	***597***
CALMAT FACILITY FORMER	7001 DEERING	122	646
RAYNE SOFTWATER OF THE VA	6953 CANOGA	127	666
JACOBI BUILDING MATERIALS	***21341 VANOWEN ST***	***134***	***702***
ROCKWELL INTERN'L CORP B	6633 CANOGA	139	722

EXECUTIVE SUMMARY

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 04/09/2007 has revealed that there are 6 SWRCY sites within the searched area.

Site	Address	Map ID	Page
TOMRA PACIFIC INC/RALPHS	21431 DEVONSHIRE ST	4	8
Not reported	***21252 NORDHOFF STREET***	***48***	***188***
CALIFORNIA PUBLIC RECYCLING	***21608 NORDHOFF ST***	***50***	***208***
CASH 2U RECYCLING	21602 ROSCOE BLVD	70	294
VALLEY RECYCLING	21602 ROSCOE BLVD	70	294
LEOS RECYCLING INC	21318 SATICOY ST	98	469

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 04/10/2007 has revealed that there are 22 LUST sites within the searched area.

Site	Address	Map ID	Page
LA CITY FIRE STATION #96 Facility Status: Leak being confirmed	21800 MARILLA ST	20	83
ITT NEO DYN Facility Status: Case Closed	***21411 PRAIRIE ST.***	***35***	***134***
LA METROPOLITAN TRANSPORTATION Facility Status: Case Closed	***9101 CANOGA AVE***	***49***	***195***
SALVATION ARMY Facility Status: Case Closed	***21375 ROSCOE BLVD***	***68***	***268***
VALLEY CANOGA PROPERTIES Facility Status: Case Closed	***21222 ROSCOE BLVD***	***69***	***283***
TOSCO S.S. #5811 Facility Status: Case Closed	***21600 ROSCOE BLVD***	***70***	***291***
WINALL #16 Facility Status: Pollution Characterization	***21403 SATICOY ST***	***99***	***475***
NEW TIERRA DEL SOL, L.P. Facility Status: Case Closed	***7505 CANOGA***	***101***	***485***
CANOGA PARK DIST. ST. MAINT.YD Facility Status: Leak being confirmed	7453 CANOGA AVE	102	501
HULL BROTHERS LUMBER CO Facility Status: Case Closed	***21350 SHERMAN WY***	***106***	***540***
CHEVRON #20-2018 Facility Status: Leak being confirmed	21403 SHERMAN WAY	108	557
WORTHMAN OIL S.S. (FORMER) Facility Status: Remediation Plan	21404 SHERMAN WY	108	561
EXXON #7-3830 Facility Status: Case Closed	***21401 SHERMAN WY***	***108***	***569***
EXXON Facility Status: Pollution Characterization	***7215 CANOGA AVE***	***108***	***572***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
INT'L MOTOR CYCLES INC	***7233 CANOGA AVE***	***108***	***576***
Facility Status: Case Closed			
SOUTHERN PACIFIC FACILITY	***7258 CANOGA AVE***	***108***	***581***
Facility Status: Case Closed			
JIM BESS CHEVROLET	***21100 SHERMAN WAY***	***111***	***594***
Facility Status: Case Closed			
ERICH'S AUTOMOTIVE SERVICE	7140 REMMET AVE.	113	605
Facility Status: Preliminary site assessment workplan submitted			
CALMAT FACILITY FORMER	7001 DEERING AVE	122	641
Facility Status: Case Closed			
RAYNE SOFTWATER OF THE VALLEY	6953 CANOGA AVE	127	663
Facility Status: Preliminary site assessment underway			
JACOBI BUILDING MATERIALS	***21341 VANOWEN ST***	***134***	***702***
Facility Status: Case Closed			
ROCKWELL INTERN'L CORP. BOEING	6633 CANOGA AVE	139	754
Facility Status: Remedial action (cleanup) Underway			

CA FID: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 93 CA FID UST sites within the searched area.

Site	Address	Map ID	Page
U-HAUL COMPANY OF VAN NUYS INC	***21326 DEVONSHIRE ST***	***1***	***6***
RAPID RENTS INCORPORATED	***21538 DEVONSHIRE ST***	***3***	***7***
CAREY STEEL CO INC	***10201 CANOGA AVE***	***8***	***17***
WOODCLIFFE ANIMAL HOSPITAL	***10115 CANOGA AVE***	***9***	***26***
KANE CONSTRUCTION INC	10120 CANOGA AVE	9	27
WASTE CONTROL	***9919 CANOGA AVE***	***14***	***45***
NEWPORT LABORATORIES	***21636 MARILLA ST***	***18***	***62***
W & K DEVELOPMENT	9811 OWENSMOUTH AVE	18	66
LOS ANGELES FIRE STATION 96	21800 MARILLA ST	20	85
LIVINGSTON-GRAHAM, INCORPORATE	***21815 MARILLA ST***	***20***	***86***
TERRY LUMBER COMPANY	***9755 OWENSMOUTH AVE***	***23***	***90***
CHEF AMERICAN	***9601 CANOGA AVE***	***27***	***102***
ITT NEO DYN	***21411 PRAIRIE ST.***	***35***	***134***
LUIS LANIER	***9250 OWENSMOUTH AVE***	***38***	***143***
DECO CONSTRUCTION CORPORATION	***21310 NORDHOFF ST***	***45***	***164***
ATLAS TRANSPORT INC	***21524 NORDHOFF ST***	***47***	***178***
RTD DIVISION 8 - CHATSWORTH	***9101 CANOGA AVE***	***49***	***199***
TED STEIN	***21350 NORDHOFF ST***	***51***	***210***
HUDSON PLATING	***8740 N REMMET AVE***	***58***	***227***
DEPENDABLE DODGO INC	***21415 ROSCOE BLVD***	***68***	***263***
THE SALVATION ARMY	***21375 ROSCOE BLVD***	***68***	***272***
CANOGA-ROSCOE CAR WASH	***8301 N CANOGA AVE***	***68***	***275***
MOBIL STATION	***21222 ROSCOE BLVD***	***69***	***280***
UNK	***21220 ROSCOE BLVD***	***69***	***286***
VALLEY PARK MOTORS	***21577 ROSCOE BLVD***	***70***	***287***
UNOCAL 76 GAS STATION	***21600 ROSCOE BLVD***	***70***	***288***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
UNK	***21513 ROSCOE BLVD***	***70***	***298***
JIM BESS INC	***21515 ROSCOE BLVD***	***70***	***301***
JIM BESS NISSAN	***21535 ROSCOE BLVD***	***70***	***303***
CANOGA JEEP & RENAULT	***21530 ROSCOE***	***70***	***307***
CANOGA NISSAN	***21505 ROSCOE BLVD***	***70***	***310***
BORSTEIN ENTERPRISES	***21520 ROSCOE BLVD***	***70***	***311***
JACK ELLIS CHRYSLER PLYMOUTH	***21422 ROSCOE BLVD***	***71***	***314***
US POST OFFICE	***8201 CANOGA AVE***	***72***	***317***
LAIDLAW TRANSIT	***8039 CANOGA AVE***	***77***	***349***
CANOGA PARK	***21423 STRATHERN ST***	***80***	***362***
W & W WHOLESALE NURSERY INC	***8001 CANOGA AVE***	***80***	***363***
TOM SIMPSON	***8000 DEERING AVE***	***84***	***374***
CALIFORNIA UNITED BANK	***7900 ALABAMA AVE***	***86***	***378***
HARTCO	***7876 DEERING AVE***	***87***	***381***
FRANK BERENY	***7862 DEERING AVE***	***89***	***397***
HARTCO	***7878 DEERING AVE***	***89***	***404***
GEORGIA-PACIFIC CORP	7891 DEERING AVE	89	407
KERKER INC	7900 DEERING AVE	89	412
Not reported	***21414 INGOMAR ST***	***90***	***414***
Not reported	***21436 INGOMAR ST***	***90***	***417***
ARMOUR'S AUTOMOTIVE SERVICE	***7800 CANOGA AVE***	***90***	***424***
LEIF BALL PIPE & SUPPLY CO	***7811 DEERING AVE***	***91***	***433***
RAY COHEN	***7701 ALABAMA AVE***	***92***	***443***
RAYMOND M COHEN	***7705 ALABAMA AVE***	***92***	***446***
CALIFORNIA LANDSCAPE INC.	***7755 DEERING AVE***	***93***	***451***
MICHAEL F/MARIAN L FORTIER	***7716 DEERING AVE***	***93***	***452***
EQUIPMENT RENTAL YARD	***7755 CANOGA AVE***	***95***	***455***
SOUTHERN CALIFORNIA GAS COMPAN	7711 CANOGA AVE	96	459
CANOGA MASONRY SUPPLY INC	***7647 CANOGA AVE***	***97***	***466***
WINALL SHELL STATION	***21403 SATICOY ST***	***99***	***478***
CANOGA PARK DISTRIBUTION HQ	***7507 CANOGA AVE***	***101***	***495***
CANOGA PARK MAINT YARD	***7453 CANOGA AVE***	***102***	***498***
PYRAMID PIPE & SUPPLY COMPANY	***7423 DEERING AVE***	***103***	***508***
NORRIS AGAJANIAN	***7436 DEERING AVE***	***103***	***513***
NORPAL INC	***7301 DEERING AVE***	***104***	***514***
HOWARD SOMMERS TOWING	***7334 DEERING***	***104***	***523***
BUDGET RENT-A-CAR	***21339 SHERMAN WAY***	***106***	***538***
HULL BROS LUMBER CO OF CANOGA	***21350 SHERMAN WAY***	***106***	***539***
TOM R THRASHER	***7252 DEERING AVE***	***106***	***548***
RABADI EXXON STATION	21403 SHERMAN WAY	108	558
WORTMANN OIL COMPANY, INC	***21404 SHERMAN WAY***	***108***	***564***
EXXON SERVICE STATION	***21401 SHERMAN WAY***	***108***	***566***
INTERNATIONAL MC INC	***7233 CANOGA AVE***	***108***	***575***
FRANK SALLETMAIER	***7239 CANOGA AVE***	***108***	***579***
UNK	***7258 CANOGA AVE***	***108***	***580***
GELB ENTERPRISES	***21300 SHERMAN WAY***	***109***	***583***
ARTHUR E ANDERSON	***21518 SHERMAN WAY***	***110***	***589***
JIM BESS CHEVROLET	***21100 SHERMAN WAY***	***111***	***594***
REINHOLD GAMPER	7140 REMMET AVE	113	606
MILA INCORPORATED	***7122 ALABAMA AVE***	***115***	***617***
CANOGA BUILDERS SUPPLIES TRCKG	***7119 DEERING AVE***	***118***	***634***
CANOGA PARK-CALMAT COMPANY	***7001 DEERING AVE***	***122***	***644***
ARTESIAN POOLS INC	***7012 DEERING AVE***	***122***	***646***
SUN WATER INC	***7050 DEERING AVE***	***122***	***649***
SKYLINE CONCRETE SALES CO	***6969 DEERING AVE***	***126***	***655***
RAYNE OF THE VALLEY INCORPORAT	***6953 CANOGA AVE***	***127***	***665***

Site	Address	Map ID	Page
WEST VALLEY LUBE PITSTOP INC	***6965 CANOGA AVE***	***127***	***667***
SKYLINE CONCRETE BATCH PLANT	***6969 CANOGA AVE***	***127***	***668***
LOS ANGELES BOARD OF EDUCATION	***21213 VANOWEN ST***	***132***	***697***
J W CHARLES JACOBI	21341 VANOWEN ST	134	706
LITTON MELLONICS INFO CENTER	***6701 VARIEL PARK***	***136***	***707***
REDKEN LABORATORIES, INC	***6625 VARIEL AVE***	***137***	***712***
E J M	***6660 VARIEL ST***	***137***	***715***
ROCKWELL INTERNATION CORP. ROC	***6633 CANOGA AVE***	***139***	***726***
TOPANGA WARNER ASSOC	***21300 VICTORY BLVD***	***144***	***786***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***
DRUG SERVICE, INCORPORATED	***6404 INDEPENDENCE AVE***	***150***	***802***

CA SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 04/10/2007 has revealed that there are 23 SLIC sites within the searched area.

Site	Address	Map ID	Page
CHATSWORTH INVESTORS, INC. Facility Status: Reopen Previously Closed Case	21415/2160 PLUMMER STRE	30	119
CHATSWORTH INVESTORS, INC	21415/2160 PLUMMER	30	120
ITT NEO DYN Facility Status: Case Open	***21411 PRAIRIE ST.***	***35***	***134***
CHATSWORTH PLATING CO	***8865 CANOGA AVE***	***57***	***222***
CHATSWORTH PLATING FACILITY (F	8865 CANOGA	57	225
CHATSWORTH PLATING (FORMER) Facility Status: Case Closed	8865 CANOGA AVENUE	57	225
DEPENDABLE DODGO INC Facility Status: Case Closed	***21415 ROSCOE BLVD***	***68***	***263***
CHRYSLER - DEPENDABLE DODGE	21415 ROSCOE	68	268
VALLEY PARK MOTORS Facility Status: Case Closed	***21555 ROSCOE BLVD***	***70***	***294***
OGNER MOTOR, INC. (FORMER)	21555 ROSCOE	70	298
COMMERCIAL PROPERTY	8020 DEERING	76	343
LAND OWNERS LTD PARTNERSHIP	***8020 DEERING AVE***	***76***	***343***
A-AMERICAN STORAGE	7900 DEERING	89	411
A-AMERICAN STORAGE Facility Status: Case Closed	7900 DEERING AVE	89	412
RENTEC DIVISION Facility Status: Case Open	7647 ALABAMA ST	92	441
RENTEC DIVISION	7647 ALABAMA	92	441
SG HOUSING/RENKEN LAB	6625 VARIEL	137	714
SG HOUSING PROJECT Facility Status: Case Closed	6625 VARIEL AVENUE	137	714
THE BOEING COMPANY - BUILDING Facility Status: Case Closed	***6620 CANOGA AVE***	***139***	***721***
ROCKWELL INTERNATIONAL CORP. Facility Status: Preliminary Site Assessment Workplan Submitted	***6633 CANOGA AVENUE***	***139***	***723***
BOEING - CANOGA PARK	6633 CANOGA	139	760

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
ROCKWELL - CATALINA YACHTS	21200 VICTORY	146	789
ROCKWELL - CATALINA YACHTS	21200 VICTORY BLVD	147	789

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 07/10/2007 has revealed that there are 22 UST sites within the searched area.

Site	Address	Map ID	Page
U-HAUL COMPANY OF VAN NUYSINC	21326 DEVONSHIRE ST	1	6
KANE CONSTRUCTION INC	***10120 CANOGA AVE***	***9***	***27***
CALIFORNIA WASTE CONTROL INC.	***9919 CANOGA AVE***	***14***	***44***
THOMAS MCKNIGHT	9940 CANOGA AVE	14	49
LOS ANGELES FIRE STATION 96	***21800 MARILLA ST***	***20***	***86***
MTA DIVISION 8 - CHATSWORTH	9201 CANOGA AVE	42	154
NAFIA DEUTSCH	8447 CANOGA AVE	63	251
TOSCO CORPORATION #30990	21600 ROSCOE BLVD	70	293
U.S. POSTAL SERVICE	8201 CANOGA AVE	72	317
LAIDLAW TRANSIT	***8039 CANOGA AVE***	***77***	***349***
GEORGIA-PACIFIC CORP	***7891 DEERING AVE***	***89***	***405***
EQUIPMENT RENTAL YARD	***7755 CANOGA AVE***	***95***	***456***
SOUTHERN CALIFORNIA GAS CO	***7711 CANOGA AVE***	***96***	***461***
WINALL #16	***21403 SATICOY ST***	***99***	***475***
CANOGA PARK STREET MAINTENANCE	***7453 CANOGA AVE***	***102***	***500***
HOWARD SOMMERS TOWING INC	7252 DEERING AVE	106	550
CHEVRON STATION # 9-2018	21403 SHERMAN WAY	108	561
NOVA SHELL	***21404 SHERMAN WAY***	***108***	***565***
REINHOLD GAMPER	***7140 REMMET AVE***	***113***	***606***
SKYLINE CONCRETE SALES CO	***6969 DEERING AVE***	***126***	***657***
THRIFTY OIL	6500 CANOGA AVE	142	780
WARNER CORPORATE CENTER	***21300 VICTORY BLVD***	***144***	***785***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 49 HIST UST sites within the searched area.

Site	Address	Map ID	Page
CAREY STEEL COMPANY, INC.	10201 CANOGA AVE	8	18
FIRE STATION 96	21800 MARILLA ST	20	82
CHATSWORTH BATCH PLANT	21815 MARILLA ST	20	87
TERRY LUMBER CO	9755 OWENSMOUTH AVE	23	91
WALTER E. HELLER WESTERN, INC.	***9601 CANOGA AVE***	***27***	***108***
ITT NEO DYN	***21411 PRAIRIE ST.***	***35***	***134***
ATLAS TRANSPORT INC	***21524 NORDHOFF ST***	***47***	***178***
DIVISION 8 - CHATSWORTH	9101 CANOGA AVE.	49	190
HUDSON PLATING	***8740 REMMET AVE***	***58***	***226***
DEPENDABLE DODGO INC	***21415 ROSCOE BLVD***	***68***	***263***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
CANOGA PARK CAR WASH	8301 CANOGA AVE	68	274
CANOGA-ROSCOE CAR WASH	8301 CANOGA AVE	68	277
MOBIL	21222 ROSCOE BLVD	69	281
SERVICE STATION 5811	21600 ROSCOE BLVD	70	290
UNION OIL SERVICE STATION 5811	21600 ROSCOE BLVD	70	291
VALLEY PARK MOTORS	***21555 ROSCOE BLVD***	***70***	***294***
JIM BESS INC	***21515 ROSCOE BLVD***	***70***	***301***
CANOGA JEEP & RENAULT	***21530 ROSCOE***	***70***	***307***
WEST VALLEY U-CART CONCRETE, I	8100 CANOGA AVE	73	318
THE GLUCK CO.	8100 DEERING AVE	74	327
ZIP AEROSOL PRODUCTS	***21320 DEERING CT***	***75***	***331***
LAIDLAW TRANSIT	***8039 CANOGA AVE***	***77***	***349***
CANOGA PARK	21423 STRATHERN ST	80	363
W & W WHOLESALE NURSERY	8001 CANOGA AVE	80	364
SAN FERNANDO DISTRIBUTION CENT	7891 DEERING AVE	89	406
NILSSON S, INC	***21436 INGOMAR ST***	***90***	***418***
LARRY'S AUTOMOTIVE SERV.	7800 CANOGA AVE	90	424
LEIF BALL PIPE & SUPPLY CO.	7811 DEERING AVE	91	434
CANOGA	7711 CANOGA AVE	96	460
WINALL (SHELL)	21403 SATICOY ST	99	470
CANOGA PARK DISTRIBUTION HQ	7507 CANOGA AVE	101	493
CANOGA PARK STREET MAINTENANCE	***7453 CANOGA AVE***	***102***	***500***
PYRAMID PIPE & SUPPLY CO.	7423 DEERING AVE	103	508
BUDGET RENT A CAR	21339 SHERMAN WAY	106	537
HULL BROS LUMBER CO OF C.P.	21350 SHERMAN WAY	106	538
CANOGA PARK COMMUNITY CENTER F	7248 OWENSMOUTH AVE # 5	107	555
CANOGA PARK	7248 OWENSMOUTH AVE # 5	107	556
EXXON SERVICE STATION	21401 SHERMAN WAY	108	568
JIM BESS CHEVROLET, INC.	21100 SHERMAN WAY	111	593
WILSON'S CANOGA FEED	7101 DEERING AVE	118	633
CANOGA PARK	7001 DEERING AVE	122	643
SKYLINE CONCRETE SALES	6969 DEERING AVE	126	654
WEST VALLEY LUBE PITSTOP INC.	6965 CANOGA AVE	127	666
MAINTENANCE AREA 1	***21213 VANOWEN ST***	***132***	***697***
ROCKETDYNE	6633 CANOGA AVE	139	742
ROCKETDYNE, CANOGA	6633 CANOGA AVE	139	757
ROCKETDYNE DIVISION	6633 CANOGA AVE	139	760
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***
DRUG SERVICE INC.	6404 INDEPENDENCE AVE	150	802

AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the AST list, as provided by EDR, and dated 05/01/2007 has revealed that there are 2 AST sites within the searched area.

Site	Address	Map ID	Page
WEST VALLEY/CANOGA	8039 CANOGA AVE.	77	355
CANOGA FACILITY	6633 CANOGA AVE.	139	742

EXECUTIVE SUMMARY

SWEEPS: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 94 SWEEPS UST sites within the searched area.

Site	Address	Map ID	Page
U-HAUL COMPANY OF VAN NUYS INC	***21326 DEVONSHIRE ST***	***1***	***6***
RAPID RENTS INCORPORATED	***21538 DEVONSHIRE ST***	***3***	***7***
CAREY STEEL CO INC	***10201 CANOGA AVE***	***8***	***17***
AL RUBEN	10217 CANOGA AVE	8	18
WOODCLIFFE ANIMAL HOSPITAL	***10115 CANOGA AVE***	***9***	***26***
KANE CONSTRUCTION INC	***10120 CANOGA AVE***	***9***	***27***
CALIFORNIA WASTE CONTROL INC.	***9919 CANOGA AVE***	***14***	***44***
NEWPORT LABORATORIES	***21636 MARILLA ST***	***18***	***62***
W & K DEVELOPMENT	9811 OWENSOUTH AVE	18	67
LOS ANGELES FIRE STATION 96	***21800 MARILLA ST***	***20***	***86***
LIVINGSTON-GRAHAM, INCORPORATE	***21815 MARILLA ST***	***20***	***86***
TERRY LUMBER COMPANY	***9755 OWENSMOUTH AVE***	***23***	***90***
CHEF AMERICAN	***9601 CANOGA AVE***	***27***	***102***
ITT NEO DYN	***21411 PRAIRIE ST.***	***35***	***134***
LUIS LANIER	***9250 OWENSMOUTH AVE***	***38***	***143***
DECO CONSTRUCTION CORPORATION	***21310 NORDHOFF ST***	***45***	***164***
ATLAS TRANSPORT INC	***21524 NORDHOFF ST***	***47***	***178***
RTD DIVISION 8 - CHATSWORTH	***9101 CANOGA AVE***	***49***	***199***
TED STEIN	***21350 NORDHOFF ST***	***51***	***210***
HUDSON PLATING	***8740 N REMMET AVE***	***58***	***227***
DEPENDABLE DODGO INC	***21415 ROSCOE BLVD***	***68***	***263***
THE SALVATION ARMY	***21375 ROSCOE BLVD***	***68***	***272***
CANOGA-ROSCOE CAR WASH	***8301 N CANOGA AVE***	***68***	***275***
MOBIL STATION	***21222 ROSCOE BLVD***	***69***	***280***
UNK	***21220 ROSCOE BLVD***	***69***	***286***
VALLEY PARK MOTORS	***21577 ROSCOE BLVD***	***70***	***287***
UNOCAL 76 GAS STATION	***21600 ROSCOE BLVD***	***70***	***288***
UNK	***21513 ROSCOE BLVD***	***70***	***298***
JIM BESS INC	***21515 ROSCOE BLVD***	***70***	***301***
JIM BESS NISSAN	***21535 ROSCOE BLVD***	***70***	***303***
CANOGA JEEP & RENAULT	***21530 ROSCOE***	***70***	***307***
CANOGA NISSAN	***21505 ROSCOE BLVD***	***70***	***310***
BORSTEIN ENTERPRISES	***21520 ROSCOE BLVD***	***70***	***311***
JACK ELLIS CHRYSLER PLYMOUTH	***21422 ROSCOE BLVD***	***71***	***314***
US POST OFFICE	***8201 CANOGA AVE***	***72***	***317***
LAIDLAW TRANSIT	***8039 CANOGA AVE***	***77***	***349***
CANOGA PARK	***21423 STRATHERN ST***	***80***	***362***
W & W WHOLESALE NURSERY INC	***8001 CANOGA AVE***	***80***	***363***
TOM SIMPSON	***8000 DEERING AVE***	***84***	***374***
CALIFORNIA UNITED BANK	***7900 ALABAMA AVE***	***86***	***378***
HARTCO	***7876 DEERING AVE***	***87***	***381***
FRANK BERENY	***7862 DEERING AVE***	***89***	***397***
HARTCO	***7878 DEERING AVE***	***89***	***404***
GEORGIA-PACIFIC CORP	***7891 DEERING AVE***	***89***	***405***
Not reported	***21414 INGOMAR ST***	***90***	***414***
Not reported	***21436 INGOMAR ST***	***90***	***417***
ARMOUR'S AUTOMOTIVE SERVICE	***7800 CANOGA AVE***	***90***	***424***
LEIF BALL PIPE & SUPPLY CO	***7811 DEERING AVE***	***91***	***433***
RAY COHEN	***7701 ALABAMA AVE***	***92***	***443***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
RAYMOND M COHEN	***7705 ALABAMA AVE***	***92***	***446***
CALIFORNIA LANDSCAPE INC.	***7755 DEERING AVE***	***93***	***451***
MICHAEL F/MARIAN L FORTIER	***7716 DEERING AVE***	***93***	***452***
EQUIPMENT RENTAL YARD	***7755 CANOGA AVE***	***95***	***456***
SOUTHERN CALIFORNIA GAS CO	***7711 CANOGA AVE***	***96***	***461***
CANOGA MASONRY SUPPLY INC	***7647 CANOGA AVE***	***97***	***466***
WINALL SHELL STATION	***21403 SATICOY ST***	***99***	***478***
CANOGA PARK DISTRIBUTION HQ	***7507 CANOGA AVE***	***101***	***495***
CANOGA PARK MAINT YARD	***7453 CANOGA AVE***	***102***	***498***
PYRAMID PIPE & SUPPLY COMPANY	***7423 DEERING AVE***	***103***	***508***
NORRIS AGAJANIAN	***7436 DEERING AVE***	***103***	***513***
NORPAL INC	***7301 DEERING AVE***	***104***	***514***
HOWARD SOMMERS TOWING	***7334 DEERING***	***104***	***523***
BUDGET RENT-A-CAR	***21339 SHERMAN WAY***	***106***	***538***
HULL BROS LUMBER CO OF CANOGA	***21350 SHERMAN WAY***	***106***	***539***
TOM R THRASHER	***7252 DEERING AVE***	***106***	***548***
L A FIRE DEPT	7248 OWENSMOUTH AVE	107	555
EXXON CORP	21403 SHERMAN WAY	108	561
WORTMANN OIL COMPANY, INC	***21404 SHERMAN WAY***	***108***	***564***
EXXON SERVICE STATION	***21401 SHERMAN WAY***	***108***	***566***
INTERNATIONAL MC INC	***7233 CANOGA AVE***	***108***	***575***
FRANK SALLETMAIER	***7239 CANOGA AVE***	***108***	***579***
UNK	***7258 CANOGA AVE***	***108***	***580***
GELB ENTERPRISES	***21300 SHERMAN WAY***	***109***	***583***
ARTHUR E ANDERSON	***21518 SHERMAN WAY***	***110***	***589***
JIM BESS CHEVROLET	***21100 SHERMAN WAY***	***111***	***594***
REINHOLD GAMPER	***7140 REMMET AVE***	***113***	***606***
MILA INCORPORATED	***7122 ALABAMA AVE***	***115***	***617***
CANOGA BUILDERS SUPPLIES TRCKG	***7119 DEERING AVE***	***118***	***634***
CANOGA PARK-CALMAT COMPANY	***7001 DEERING AVE***	***122***	***644***
ARTESIAN POOLS INC	***7012 DEERING AVE***	***122***	***646***
SUN WATER INC	***7050 DEERING AVE***	***122***	***649***
SKYLINE CONCRETE SALES CO	***6969 DEERING AVE***	***126***	***657***
RAYNE OF THE VALLEY INCORPORAT	***6953 CANOGA AVE***	***127***	***665***
WEST VALLEY LUBE PITSTOP INC	***6965 CANOGA AVE***	***127***	***667***
SKYLINE CONCRETE BATCH PLANT	***6969 CANOGA AVE***	***127***	***668***
LOS ANGELES BOARD OF EDUCATION	***21213 VANOWEN ST***	***132***	***697***
JACOBI BUILDING MATERIALS	***21341 VANOWEN ST***	***134***	***702***
LITTON MELLONICS INFO CENTER	***6701 VARIEL PARK***	***136***	***707***
REDKEN LABORATORIES, INC	***6625 VARIEL AVE***	***137***	***712***
E J M	***6660 VARIEL ST***	***137***	***715***
ROCKWELL INTERNATION CORP. ROC	***6633 CANOGA AVE***	***139***	***726***
TOPANGA WARNER ASSOC	***21300 VICTORY BLVD***	***144***	***786***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***
DRUG SERVICE, INCORPORATED	***6404 INDEPENDENCE AVE***	***150***	***802***

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 12/31/2005 has revealed that there are 5

CHMIRS sites within the searched area.

Site	Address	Map ID	Page
Not reported	9601 CANOGA AVE	27	97
CHEF AMERICAN	***9601 CANOGA AVE***	***27***	***102***
Not reported	***21252 NORDHOFF STREET***	***48***	***188***
Not reported Date Completed: 12-OCT-89	6633 N CANOGA AV	139	724
SANTA SUSANA FACILITY	***6633 CANOGA AVE***	***139***	***737***

NOTIFY 65: Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the State Water Resources Control Board's Proposition 65 database.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within the searched area.

Site	Address	Map ID	Page
LAMCO DEVELOPERS	21300 VICTORY BLVD.	144	787

The Los Angeles County Site Mitigation Log comes from Community Health Services.

A review of the LA Co. Site Mitigation list, as provided by EDR, and dated 12/04/2006 has revealed that there are 2 LA Co. Site Mitigation sites within the searched area.

Site	Address	Map ID	Page
CHATSWORTH PLATING	8865 CANOGA AVE	57	221
UPRR-BURBANK BRANCH/MTA	7900 CANOGA AVE	85	375

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CLEANERS list, as provided by EDR, and dated 04/18/2005 has revealed that there are 8 CLEANERS sites within the searched area.

Site	Address	Map ID	Page
ROXYS CLEANERS	***21317 DEVONSHIRE***	***1***	***3***
POLAD CO/ROXY CLEANERS	***21317 DEVONSHIRE***	***1***	***4***
DEVONSHIRE W CLEANERS	***21505 DEVONSHIRE ST***	***5***	***10***
GPI MOTOSPORTS	***9940 CANOGA AVE STE 111***	***14***	***49***
BELL BOY CLEANERS	9601 OWENSMOUTH AVE #22	26	94
ANTIQUE FINISHING	***7331 DEERING AVE***	***104***	***520***
TOP OF THE LINE CLEANERS	***7138 OWENSMOUTH AVE***	***116***	***624***
QUALITY CLEANERS	***20938 VICTORY BLVD***	***143***	***780***

EXECUTIVE SUMMARY

HMS: Los Angeles County Industrial Waste and Underground Storage Tank Sites.

A review of the LOS ANGELES CO. HMS list, as provided by EDR, and dated 01/31/2007 has revealed that there is 1 LOS ANGELES CO. HMS site within the searched area.

Site	Address	Map ID	Page
CHATSWORTH PLATING/UGLISIS INC	8865 N CANOGA AVE	57	222

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, and dated 05/29/2007 has revealed that there is 1 RESPONSE site within the searched area.

Site	Address	Map ID	Page
PARK METAL	***21608 NORDHOFF ST***	***50***	***205***

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2005 has revealed that there are 350 HAZNET sites within the searched area.

Site	Address	Map ID	Page
POLAD CO/ROXY CLEANERS	***21317 DEVONSHIRE***	***1***	***4***
CHATSWORTH VETERINARY CENTER	21418 DEVONSHIRE ST	4	8
DEVONSHIRE W CLEANERS	***21505 DEVONSHIRE ST***	***5***	***10***
CHATSWORTH AUTO REPAIR SVC	***21630 DEVONSHIRE***	***7***	***14***
CHATSWORTH AUTO BODY	21638 DEVONSHIRE ST	7	16
CAREY STEEL	10201 CANOGA AVE	8	17
AIRMEE INC	***10217 CANOGA AVE***	***8***	***19***
AIRMEC INC	10217 CANOGA AVE	8	20
ADVANCED AUTO AIR & ELECTRIC	10221 CANOGA AVE	8	22
DANS AUTOMOTIVE	***10227 CANOGA AVE***	***8***	***22***
CALVIN W GRAY DDS	10244 CANOGA AVE	8	23
FARIDEH AMIN DDS	10244-1 CANOGA AVE	8	23
SUSAN T WEBER DDS	10244 CANOGA AVENUE	8	24
RESTORATION BY JULIUS	10101 1/2 CONAGA _ST	9	25
ROY & VAL TOOL GRINDING INC	***10131 CANOGA AVE***	***9***	***28***
ELECTROPATH INC	***10137-39 CANOGA AVE***	***9***	***30***
RUSS AUTOMOTIVE	10149 CANOGA AVE UNIT J	9	32
GLENOAKS AUTO	10149 CANOGA AVE UNIT 6	9	33
DOUG S CUSTOM PAINT	***10149 CANOGA AVE***	***9***	***33***
JOHN DONALDSON	10141 REMMET AVE	10	36
METEROLINK	10046 OLD DEPOT PLAZA R	11	36
CANOGA LITHOGRAPH CO	***10020 CANOGA AVE UNIT C***	***12***	***37***
KNIGHTS AUTO SVC	***10040 CANOGA AVE***	***12***	***39***
CLIFFDALE MFG CO INC	***10055 CANOGA AVE***	***12***	***40***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
CASCO CIRCUITS INC	***10039 CANOGA AVE UNIT D***	***13***	***42***
WASTE CONTROL	***9919 CANOGA AVE***	***14***	***45***
VIP AUTO BODY	***9934 CANOGA AVE***	***14***	***46***
GPI MOTOSPORTS	***9940 CANOGA AVE STE 111***	***14***	***49***
RONALDS EUROPEAN AUTO	***21800 LASSEN ST***	***16***	***51***
WILLIAMS ENG & MFG	21610-2 LASSEN ST	17	53
W & K MANAGMENT	21610 LASSEN ST	17	55
ASHER COLE	***21740 MARILLA ST***	***18***	***55***
S & W PERFORMANCE DBA CHATSWO	21736 MARILLA AVENUE	18	56
PERPETUAL REAL ESTATE	21742 MARILLA ST	18	57
PM INDUSTRIAL SUPPLY CO	21615 MARILLA ST	18	58
DYTRAN INSTRUMENTS INC	21592 MARILLA STREET	18	58
MR COPY ENTERPRISE	21598 MARILLA	18	60
TRANSCO ENGINEERING	21606 MARILLA ST	18	61
ADVANCED COSMETIC RESEARCH LAB	21642 MARILLA ST	18	62
AERO MECHANISM PRECISION	21700 MARILLA ST	18	63
ADVANCED MECHANICAL COMPONENTS	21700 MARILLA ST	18	64
RODER PRECISION	9811 OWENSMOUTH AVE. #5	18	67
W & K MANAGMENT CO	9811 OWENSMOUTH AVE #7	18	68
ALCO PRECISION	***9837 OWENSMOUTH***	***18***	***68***
BRUSHTEK, INC.	9837 OWENSMOUTH AVENUE	18	70
HYTEC GEAR CO	9820 OWENSMOUTH AVE #5	18	73
THOMAS - COLBURN, INC.	9820 OWENSMOUTH AVE #7	18	74
JR STUDIOS INC	9825 OWENSMOUTH ST UNIT	18	75
AUTOVISUALS	9842 OWENSMOUTH AVE	18	78
NEVADA CUSTOM MFTG SERVICES CO	9846 OWENSMOUTH	18	79
TRANSAXLE ENGINEERING INC	***9833 DEERING UNIT H***	***19***	***80***
A & R MFG., INC.	9710 OWENSMOUTH	23	89
REMCO INDUSTRIES	***9705 OWENSMOUTH AVE***	***25***	***93***
NESTLE USA PREPARED FOODS COMP	9601 CANOGA AVE	27	100
CHEF AMERICA INC	9601 CANOGA AVENUE	27	101
CHEF AMERICAN	***9601 CANOGA AVE***	***27***	***102***
CIRCUIT MANUFACTURING INCORPOR	***9535 OWENSMOUTH AVE STE***	***29***	***112***
NET CO INC	***9540 OWENSMOUTH NO 7***	***29***	***115***
REPRODUCTIVE IMAGES	***9560 OWENSMOUTH***	***29***	***117***
ROCKETDYNE	***21415 TO 21605 PLUMMER***	***30***	***119***
ADC FIBERMUX CORP	21415 PLUMMER ST	30	120
ROCKETDYNE	***21415 TO 21605 PLUMMER***	***31***	***121***
WE IMAGINE INC	9371 CANOGA AVE	32	122
COMPUTER OPTICAL PROD INC	***9353 ETON AVE***	***33***	***124***
ORLY INTERNATIONAL	***9309 DEERING AVE***	***34***	***126***
WE IMAGINE INC	9327 DEERING AVE	34	128
STANDARD ABRASIVES	***9351 DEERING AVE***	***34***	***129***
NATROL INC	21411 PRAIRIE ST	35	132
ITT NEO DYN	***21411 PRAIRIE ST.***	***35***	***134***
TRIKON TECHNOLOGIES INC	9255 DEERING AVE	37	142
DUKES RESEARCH & MFG INC	21540 PRAIRIE ST UNIT A	39	144
AMPERIF CORPORATION	***9232 ETON AVE***	***40***	***148***
SPACE VECTOR	9223 DEERING AVENUE	41	150
BEI MOTION SYSTEMS	9223 DEERING	41	152
CONTINENTAL_IMAGING CTR	9205 ALABAMA AVE_STE_E	43	157
RACAAR CIRCUITS INDUSTRIES INC	9225-F ALABAMA AVE	43	159
MOOG INC SCHAEFFER MAGNETICS D	***9175 DEERING AVE***	***44***	***161***
1X ACCURATE ELECTRONICS	21352 NORDHOFF STREET,	45	163
RICHARDS ACCURATE IMPORT	***21329 NORDHOFF***	***45***	***165***
MAF ADVANCED DIGITAL	***21329 NORDHOFF ST***	***45***	***166***

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Site	Address	Map ID	Page
A-1 AUTOMATIC TRANSMISSIONS	7359 CANOGA AVE	105	536
DIAMOND AUTO BODY	***7227 DEERING AVE***	***106***	***543***
VALLEY PACIFIC FRAME & SUSPENS	7245 DEERING AVE	106	545
DIAMOND AUTO BODY_INC	***7247 DEERING AVE***	***106***	***546***
DIAMOND AUTO BODY INC	7247 DEERING AVE	106	547
HOWARD SOMMERS TOWING INC	7252 DEERING AVENUE	106	549
AERO VIRONMENT	7251 DEERING AVE	106	550
GRAND PRIX NATIONAL	7259 DEERING AVE	106	551
EDGAR AUTO PAINTING	***7259 DERRING***	***106***	***553***
LA CANOGA PARK LIBRARY	***7260 OWENSMOUTH AVE***	***107***	***556***
CANOGA SELF SERVICE	21403 SHERMAN WAY	108	559
NOVA SHELL	***21404 SHERMAN WAY***	***108***	***565***
MICAH MCCLOSKEY'S CUSTOM CYCLE	21426 SHERMAN WAY	108	571
INT'L MOTOR CYCLES INC	***7233 CANOGA AVE***	***108***	***576***
VALLEY RV CENTER INC	7239 CANOGA AVE	108	580
7-ELEVEN STORE #20270	21301 SHERMAN WAY	109	584
SERVICE AUTO BODY INC	***7217 ETON AVE***	***109***	***584***
OLD FRIENDS	21517 SHERMAN WAY	110	588
VITO S PAINT AND BODY SHOP	***7220 ALABAMA AVE***	***110***	***590***
FLINKMAN PARTNERS LP	7240 ALABAMA AVE	110	592
FLINKMAN PARTNER LP	7240 ALABAMA AVE	110	593
JIM BESS CHEVROLET (FORME	***21100 SHERMAN***	***111***	***597***
GLENN E THOMAS CO	***21100 SHERMAN WAY STE***	***111***	***598***
CARCOA AUTO PAINTING	***21316 SHERMAN WAY***	***112***	***599***
CARCOA XPRESS BODY & PAINT	21316 SHERMAN	112	603
VALLEYS BEST	7107 CANOGA	114	607
CAR CRAFT AUTO BODY	***7117 CANOGA AVE***	***114***	***608***
A-1 LAWNMOWER INC	7123 CANOGA AVE	114	610
ALPHA AND OMEGA AUTO REPAIR	7133 CANOGA	114	611
NOVAK BROS AUTO	7133 CANOGA AVE	114	612
PERFORMANCE PLUS	7107 CANOGA AVE UNIT 5	114	612
SKIPS AUTO TUNE	7100 ALABAMA	115	614
VENITH ENVIRONMENTAL PEST CONT	7102 ALABAMA AVE	115	615
THE BMW INDEPENDENT WORKSHOP I	7121 ALABAMA AVE	115	615
RICK NELSON BMW WORKSHOP	7121 ALABAMA AVE	115	616
CANOGA PARK AUTO WORKS	***7125 ALABAMA AVE***	***115***	***618***
CANOGA PARK AUTO WORKS L.L.C.	7125 ALABAMA AVE	115	619
CANOGA PARK AUTO WORKS LLC	7125 ALABAMA AVE	115	621
GOLDEN BROTHERS AUTO BODY REPA	7135 ALABAMA AVE	115	622
NORTHERN TRUST BANK AS TRUSTEE	7141 ALABAMA ST	115	622
WESTSIDE ENTERPRISES	7141 ALABAMA AVE	115	623
A+ AUTOMOTIVE	7101-7105 ETON AVE	117	625
RON & BILLS AUTOMOTIVE/GELBS E	7101 ETON AVENUE	117	627
YAFA PEN CO	21306 GAULT	117	628
COOL RADIATORS	7107 ETON AVE	117	629
GELB ENTERPRISES INC	7109 ETON AVE	117	630
VICTOR'S AUTO REPAIR	7115 ETON AVE	117	630
TONY S AUTO BODY	***7121 ETON AVE***	***117***	***631***
GERARD DESIGN	***7103 OWENSMOUTH AVE UNI***	***119***	***635***
THE PROFESSIONAL #1 AUTO REPAI	21521 GAULT ST	120	637
ALL SAFE ELECTRIC	***7057 CANOGA AVE***	***121***	***639***
CANOGA PARK-CALMAT COMPANY	***7001 DEERING AVE***	***122***	***644***
ARTESIAN POOLS INC	***7012 DEERING AVE***	***122***	***646***
FARAMARZ SOLHJOU	7028 DEERING AVE	122	648
CRYOGENICS EXPERTS INC	7050 DEERING AVE	122	648
HYPER-TECH	7041 ETON AVE	123	650

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Site	Address	Map ID	Page
VISTA SUN AUTO BODY	***7000 CANOGA AVE***	***124***	***652***
COMPANION ANIMAL HOSPITAL	7009 CANOGA AVE	124	653
TIM-CO/CALIFORNIA R F	7001 ETON AVE	125	654
SKYLINE CONCRETE SALES CO	***6969 DEERING AVE***	***126***	***655***
COLUMBIA ANALYTICAL SERVICES,	6925 CANOGA AVE	127	657
CANOGA INDEPENDENT AUTO SERVIC	6933 CANOGA AVE	127	659
JAPANESE VILLAGE AUTO	6933 CANOGA AVE	127	661
TIRES AND LLANTAS	6941 CANOGA AVE	127	662
CANOGA LUBE & OIL	6965 CANOGA AVENUE	127	667
WEST VALLEY LUBE PITSTOP	6965 CANOGA AVENUE	127	668
GLOBAL GEOCHEMISTRY CORPO	***6919 ETON AVENUE***	***128***	***669***
HITECH LED PRODUCTS INC	6925 ETON AVE	128	671
C N C ENHANCEMENT	6933 ETON AVE	128	671
EMIL HABALIK	6943 ETON	128	673
RIMO MANUFACTURING INC	6918 DEERING AVE	129	674
PROMATIC INDUSTRIES	6926 DEERING AVE	129	674
HERMAN BLOSS	6926 DEERING AVE	129	675
PROMATIC INDUSTRIES INC.	6926 DEERING AVE	129	676
AIRMIS MFG	6930 DEERING AVE	129	676
AZTEC POLISHING	6938 DEERING AVENUE	129	677
AZTEC POLISHING	6938 DEERING AVE	129	678
1X JAPANESE VILLAGE AUTOMOTIVE	6933 CANOGA PARK	130	678
IMPRESS EXPRESS	***6701 ETON AVE***	***131***	***680***
FLYING COLORS PRINTING AND GRA	6724 ETON AVENUE	131	685
FRAZEE PAINT # 46	21301 VANOWEN ST	131	688
FEDERAL EXPRESS CORPORATION	***21300 VAN OWEN ST***	***131***	***689***
PS BUSINESS PARKS	21301 VANOWEN ST STE A	131	691
FRAZEE PAINT # 46	21301 VANOWEN STREET	131	691
BIG O TIRES	21311 VANOWEN ST	131	693
PUBLIC STORAGE INC	21311 VAN OWNEN ST	131	694
MONACO MOTORS INC	21311 VANOWEN STREET	131	694
MAINTENANCE AREA 1	***21213 VANOWEN ST***	***132***	***697***
INTERSCOPE PATHOLOGY MED GRP	***21114 VANOWEN ST***	***133***	***700***
LOS ANGELES TRANSPORTATION AUT	21341 VANOWEN	134	705
RAP DISCOUNT AUTO SUPPLY	***21407 VANOWEN***	***135***	***706***
FABER ENTERPRISES INC	***6606 VARIEL AVE***	***137***	***709***
REDKEN LABORATORIES, INC	***6625 VARIEL AVE***	***137***	***712***
THE BOEING CO-CANOGA PARK	***6633 CANOGA AVE***	***139***	***740***
BOEING N AM INC ROCKETDYNE PRO	6633 CANOGA AVE	139	758
ROCKWELL INTERNATIONAL INC	***6600 CANOGA AVE BLDG 37***	***142***	***779***
QUALITY CLEANERS	***20938 VICTORY BLVD***	***143***	***780***
WARNER CORPORATE CENTER	***21300 VICTORY BLVD***	***144***	***785***
DRC LEASING INC	21022 VICTORY BLVD	145	787
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***
ONE HOUR PHOTO ART	21119 VICTORY BLVD	148	801
THE HOME DEPOT NO 6632	***6345 VARIEL AVE***	***151***	***803***

Emissions Inventory Data: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the EMI list, as provided by EDR, and dated 12/31/2005 has revealed that there are 87 EMI sites within the searched area.

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
DEVONSHIRE WEST CLEANERS, N. T	21505 DEVONSHIRE ST.	5	9
CAREY STEEL CO INC	10201 CANOGA AVE.	8	16
DOUG S CUSTOM PAINT	***10149 CANOGA AVE***	***9***	***33***
VIP AUTO BODY	***9934 CANOGA AVE***	***14***	***46***
ASHER COLE	***21740 MARILLA ST***	***18***	***55***
RAJOC INC	21612 MARILLA ST	18	61
ASTRO FOAM MOLDING CO INC	9825 OWENSMOUTH AVE.	18	68
JOE'S FINISHING	9837 OWENSMOUTH	18	72
CHEF AMERICAN	***9601 CANOGA AVE***	***27***	***102***
NESTLE PREPARED FOODS CO	9601 CANOGA AVE	27	107
WALTER E. HELLER WESTERN, INC.	***9601 CANOGA AVE***	***27***	***108***
REPRODUCTIVE IMAGES	***9560 OWENSMOUTH***	***29***	***117***
STANDARD ABRASIVES	***9351 DEERING AVE***	***34***	***129***
ITT NEO-DYN	21411 PRAIRIE ST.	35	140
LA CO., METROPOLITAN TRANS AUT	***9201 CANOGA AV***	***42***	***154***
MOOG INC SCHAEFFER MAGNETICS D	***9175 DEERING AVE***	***44***	***161***
RICHARDS ACCURATE IMPORT	***21329 NORDHOFF***	***45***	***165***
WEST VALLEY AUTO BODY	***21426 OSBORNE ST.***	***53***	***211***
VIKING LITHOGRAPH INC	***8900 ETON AVE***	***56***	***219***
CHATSWORTH PLATING CO	***8865 CANOGA AVE***	***57***	***222***
GUARDIAN AUTO CENTER WEST	***21422 PARTHENIA ST***	***59***	***235***
S & K LITHO INC	8543 CANOGA AVENUE	61	240
CUSTOM SIGN COMPANY	8573 CANOGA AVE	61	242
SIEMENS MEDICAL SOLUTIONS USA	***8357 CANOGA AVE***	***65***	***253***
CIVCO AUTO BODY	21550 SCHOENBORN ST.	67	262
DEPENDABLE DODGO INC	***21415 ROSCOE BLVD***	***68***	***263***
SALVATION ARMY	***21375 ROSCOE BLVD***	***68***	***268***
CANOGA AMC/JEEP INC	21530 ROSCOE BLVD.	70	306
JACK ELLIS CHRYSLER-PLYMOUTH I	21422 ROSCOE BLVD.	71	313
BUMPER TO BUMPER	***8115 CANOGA AVE #7***	***73***	***319***
CLASS N COLOR AUTO BODY INC	8115 CANOGA AVE. #6	73	321
ZIP AEROSOL PRODUCTS	***21320 DEERING CT***	***75***	***331***
INDUSTRIAL FINISHING CO INC	***21345 DEERING CT***	***75***	***335***
THE TRANSIT AUTHORITY CORP	21344 DEERING CT	75	341
FOURTH DIMENSION WORK SYSTEMS	21344 DEERING CT	75	342
BLACK COPY CO INC	***8022 DEERING AVE***	***76***	***346***
CONDOR PACIFIC INDUSTRIES	***8053 DEERING AVE***	***76***	***346***
GOLDEN WEST BILLIARD SUPPLY IN	21260 DEERING CT	82	369
KARMAN LTD	***7931 DEERING AVE***	***84***	***371***
CARDINAL TOOL CORP	7901 ALABAMA AVENUE	86	377
SPECIAL INTEREST AUTO CARE, J.	7822 ALABAMA AV #3	88	383
WILKINS GUITAR FINISHES	***7841 ALABAMA ST UNIT #4***	***88***	***386***
AL S IRON WORKS	***7851 ALABAMA AVE***	***88***	***389***
TRANSIT AUTHORITY	7866 DEERING AVE	89	397
FRANK BERENY	***7862 DEERING AVE***	***89***	***397***
VISTA FORD AUTO BODY	***7862 DEERING***	***89***	***398***
CELESCO TRANSDUCER PRODUCTS IN	***7800 DEERING AVE***	***89***	***407***
KERKER, RICHARD RACZUK DBA	7886 DEERING AV	89	410
SCOTTS AFFORDABLE AUTOMOTIVE	***21424 INGOMAR ST UNIT #***	***90***	***430***
MAGOO'S STREET RODS INC	7630 ALABAMA AVE #2	92	438
RAY COHEN	***7701 ALABAMA AVE***	***92***	***443***
AZTEC PLATING, R & P NAVARRO D	7724 DEERING AVE.	93	454
EQUIPMENT RENTAL YARD	***7755 CANOGA AVE***	***95***	***455***
EARL SCHEIB OF CALIFORNIA, INC	21339 SATICOY ST	98	469
APOLLO TIRE CO. INC	21324 SATICOY ST	98	470
T-LINE FURNITURE REFINISHING,R	7508 DEERING AV	100	480

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Site	Address	Map ID	Page
HOWARD E. SHIRLEY CONST INC	7545 DEERING AVE.	100	483
APOLLO TIRE CO INC	7540 DEERING AV	100	483
LA CITY, DWP	7505-7507 CANOGA AVE	101	490
HAMRICKS COLLISION CENTER	***7424 DEERING AVE***	***103***	***510***
STEWART & RIDDLE	7324 DEERING AV	104	517
ANTIQUE FINISHING	***7331 DEERING AVE***	***104***	***520***
NEW CASTLE MOTORS, NOEL BLATT	7358 DEERING AVE.	104	524
CANOGA AUTO BODY	***7319 CANOGA AVE***	***105***	***529***
FOXIES AUTO BODY, E. MUELLELR	7221 DEERING AV	106	543
DIAMOND AUTO BODY_INC	***7247 DEERING AVE***	***106***	***546***
NATL AUTOMOTIVE CTR	7259 DEERING AVE.	106	552
SERVICE AUTO BODY INC	***7217 ETON AVE***	***109***	***584***
ARCHIE'S CUSTOM IRON, A. HIMID	7239 ETON AV	109	586
EUROBODY, RAMON RODRIGUEZ, ETC	7252 EATON AV	109	587
VITO'S PAINT & BODY	7220 ALABAMA ST	110	590
VITO'S AUTO BODY, ROBERT R SIL	7220 ALABAMA ST	110	592
CARCOA AUTO PAINTING	***21316 SHERMAN WAY***	***112***	***599***
CANOGA PARK AUTO WKS, W. CAWEL	7125 ALABAMA ST.	115	620
TOP OF THE LINE CLEANERS	***7138 OWENSMOUTH AVE***	***116***	***624***
TONY'S AUTO BODY, ANTON BENIC	7121 ETON AVE. #C	117	631
CANOGA PARK-CALMAT COMPANY	***7001 DEERING AVE***	***122***	***644***
VISTA SUN AUTO BODY,S. PAK DBA	7000 CANOGA AV	124	652
SPECIALTY METAL CASTING	6941 1/2 CANOGA AVE	127	662
IMPRESS EXPRESS	***6701 ETON AVE***	***131***	***680***
FABER ENTERPRISES INC	***6606 VARIEL AVE***	***137***	***709***
FABER ENTER. INC	6606 VARIEL AV	137	711
REDKEN LABORATORIES, INC	***6625 VARIEL AVE***	***137***	***712***
BOEING NO AMERICAN, INC, ROCKE	6620-33 CANOGA AVE	139	717
ROCKWELL INTERNATIONAL, ROCKET	6620-6633 CANOGA AV	139	719
THE BOEING COMPANY - BUILDING	***6620 CANOGA AVE***	***139***	***721***
CATALINA YACHTS INC	***21200 VICTORY BLVD***	***147***	***791***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 05/29/2007 has revealed that there are 4 ENVIROSTOR sites within the searched area.

Site	Address	Map ID	Page
CHEF AMERICA Facility Status: No Further Action	9601 CANOGA AVENUE	27	110
PARK METAL Facility Status: Certified	***21608 NORDHOFF ST***	***50***	***205***
NEW TIERRA DEL SOL, L.P. Facility Status: No Further Action	***7505 CANOGA***	***101***	***485***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
ROCKWELL INTERNATIONAL CORP.	***6633 CANOGA AVENUE***	***139***	***723***
Facility Status: Refer: RCRA			

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

Database	Total Plotted
FEDERAL RECORDS	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	1
CORRACTS	1
RCRA TSD	1
RCRA Lg. Quan. Gen.	11
RCRA Sm. Quan. Gen.	180
ERNS	9
HMIRS	0
US ENG CONTROLS	0
US INST CONTROL	0
DOD	0
FUDS	1
US BROWNFIELDS	0
CONSENT	0
ROD	0
UMTRA	0
ODI	0
TRIS	3
TSCA	0
FTTS	7
SSTS	3
LIENS 2	0
RADINFO	0
CDL	0
HIST FTTS	7
ICIS	1
LUCIS	0
DOT OPS	0
PADS	0
MLTS	2
MINES	0
FINDS	203
RAATS	1
STATE AND LOCAL RECORDS	
Hist Cal-Sites	1
CA Bond Exp. Plan	0
SCH	1
Toxic Pits	0
State Landfill	2
WMUDS/SWAT	1
CA WDS	16
Cortese	19

MAP FINDINGS SUMMARY

Database	Total Plotted
SWRCY	6
LUST	22
CA FID UST	93
SLIC	23
AOCONCERN	0
UST	22
HIST UST	49
AST	2
LIENS	0
SWEEPS UST	94
CHMIRS	5
Notify 65	1
LA Co. Site Mitigation	2
DEED	0
VCP	0
DRYCLEANERS	8
Los Angeles Co. HMS	1
WIP	0
CDL	0
RESPONSE	1
HAZNET	350
EMI	87
ENVIROSTOR	4
HAULERS	0
TRIBAL RECORDS	
INDIAN RESERV	0
INDIAN LUST	0
INDIAN UST	0
EDR PROPRIETARY RECORDS	
Manufactured Gas Plants	0

NOTES:

Sites may be listed in more than one database

APPENDIX G
RECONNAISSANCE PHOTOGRAPHS

Photo 1:

View north on Canoga Avenue at intersection with Victory Boulevard. South of Project limits. Existing Rocketdyne facility on the left. Former Rocketdyne property now a commercial center on the right.

Photo 2:

View southeast at Metro Canoga Park and Ride facility north of intersection with Canoga Avenue and Victory Boulevard. Southern end of Project. New residential units east of former railroad right-of-way (ROW).

Photo 3:

View west at Metro Canoga Park and Ride facility north of intersection with Canoga Avenue and Victory Boulevard. Southern end of Project.

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Photo 4:

View north at Metro Canoga Park and Ride facility north of intersection with Canoga Avenue and Victory Boulevard. Southern end of Project. Former railroad ROW paved with asphalt concrete (AC) and used as parking lot.

Photo 5:

Soil stockpiled at adjacent (east) property located on Eton Avenue. Soil appears to be spoils from excavation during remodeling of the existing building.

Photo 6:

View north at Metro Canoga Park and Ride facility south of Vanowen Street. Former railroad ROW used to store construction materials.

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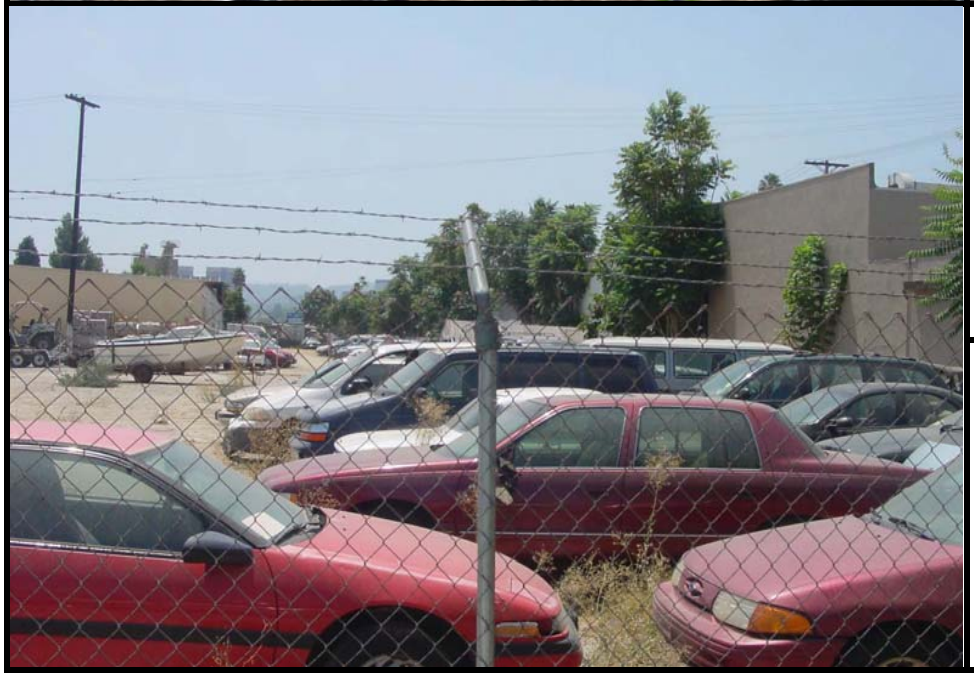

Photo 7:

View south on former railroad ROW at Santa Ana River. Existing railroad bridge to be replaced.

Photo 8:

View south on old railroad ROW approximately at Hart Street. Portland cement concrete (PCC) plant on the left adjacent to Project ROW. Metro ROW used to store vehicles.

Photo 9:

View south on old railroad ROW at Sherman Way. Former railroad ROW used to store vehicles.

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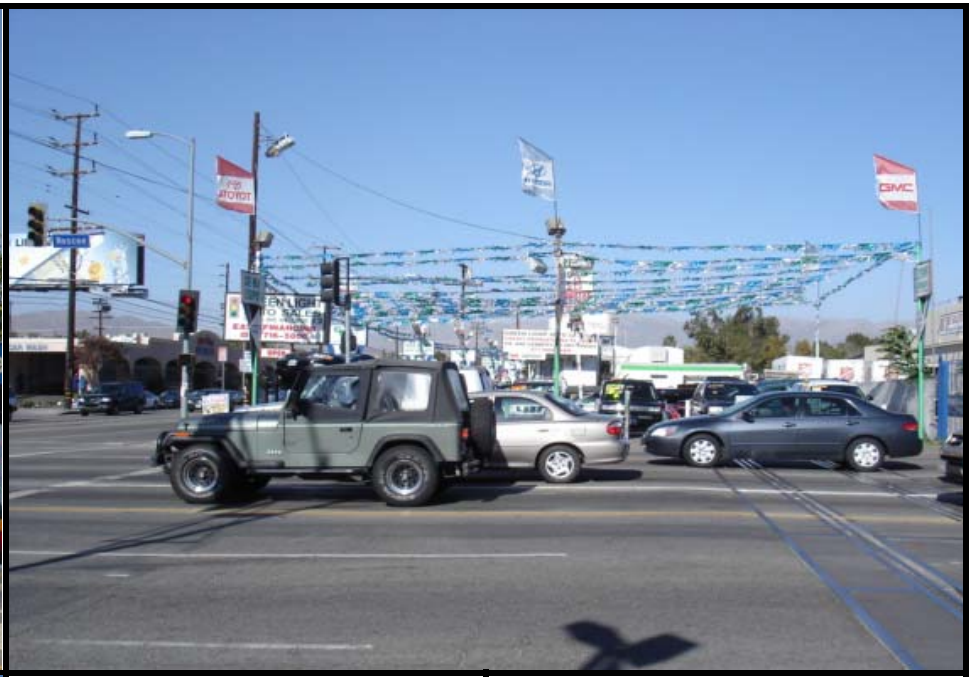

Photo 10:

View north on former railroad ROW at Sherman Way. Former railroad ROW paved with AC and used to construction materials.

Photo 11:

View north on former railroad ROW at Roscoe Boulevard. Existing building located on Project ROW. Canoga Avenue on the left.

Photo 12:

View north on old railroad ROW approximately 200 feet north of Schoenborn Street.

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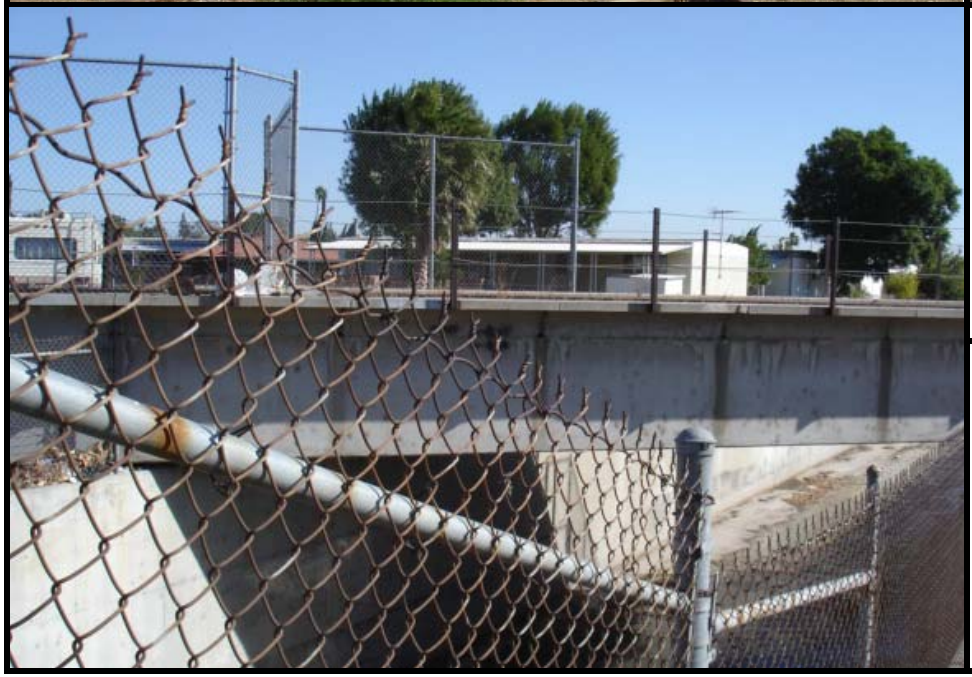

Photo 13:

View south of Parthena Street on former railroad ROW. Canoga Avenue on right side.

Photo 14:

View north of Parthena Street on former railroad ROW. Canoga Avenue on left side.

Photo 15:
View east on Canoga Avenue at Santa Susana Wash. Existing railroad bridge to be replaced.

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Photo 16:

View south on Canoga Avenue. Former railroad merges with existing Metrolink railroad track. Metro ROW between Canoga Avenue and Metrolink fence. Stock pile of AC cuttings adjacent to fence.

Photo 17:

View north on Canoga Avenue. Metrolink railroad track on the right. Metro ROW used for storage of vehicles.

Photo 18:

View north of Lassen Street. Chatsworth Metrolink Station on the right.

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Photo 19:

Building and stone building materials on ROW, Jacobi Building Materials, 21341 Vanowen Street.

Photo 20:

Stone and brick building materials on ROW, Jacobi Building Materials, 21341 Vanowen Street.

Photo 21:

Storage shed with diesel fuel containers on ROW, Masonry Club, 7000 Canoga Ave.

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Photo 22:

Diesel fuel containers, Masonry Club, 7000 Canoga Ave.. No secondary containment, Inadequate labeling

Photo 23:

Storage shed with diesel fuel containers, Masonry Club, 7000 Canoga Ave.

Photo 24:

Small maintenance area and oil stains on ROW, Northeast corner of Cruz Construction 7101 Deering Ave.,

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Photo 25:

Waste transfer facility on west side of ROW between Sherman Way and Vanowen Street (7100? Canoga Ave.). View of office trailer at entrance

Photo 26:

Waste transfer facility on west side of ROW between Sherman Way and Vanowen Street (7100? Canoga Ave.). View south from entrance.

Photo 27:

Waste transfer facility on west side of ROW between Sherman Way and Vanowen Street (7100? Canoga Ave.). Roll-off bins

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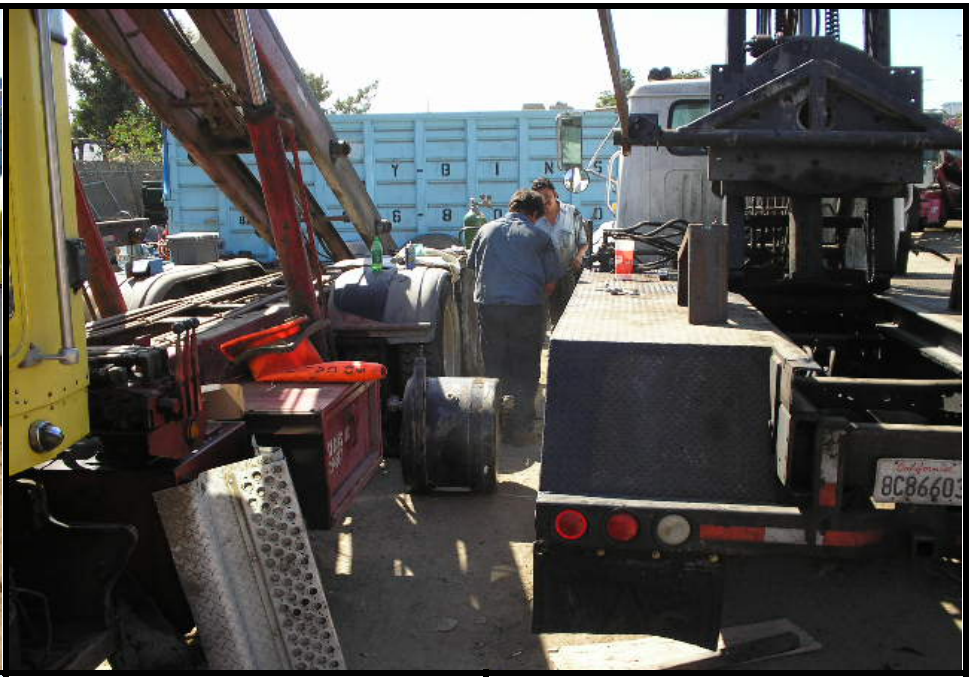

Photo 28:

Waste transfer facility on west side of ROW between Sherman Way and Vanowen Street (7100? Canoga Ave.). Vehicle maintenance area in central portion.

Photo 29:

Waste transfer facility on west side of ROW between Sherman Way and Vanowen Street (7100? Canoga Ave.). Vehicle maintenance activity in central portion.

Photo 30:

Waste transfer facility on west side of ROW between Sherman Way and Vanowen Street (7100? Canoga Ave.). Building demolition debris

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Photo 31:

Waste transfer facility on west side of ROW between Sherman Way and Vanowen Street (7100? Canoga Ave.). Waste piles on unpaved ground, southern end

Photo 32:

One of three concrete ready mix facilities on eastern side of ROW between Los Angeles River and Sherman Way

Photo 33:

Fueling and lubricant area, Northeast corner of National Ready Mix, 6969 Deering Avenue.

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Photo 34:

Underground Diesel fuel tank, Northeast corner of National Ready Mix, 6969 Deering Ave.

Photo 35:

Component mixing ASTs for National Ready Mix, 6969 Deering Avenue.

Photo 36:

Empty (?) AST on Southwest corner of Catalina Pacific ready mix facility (7001 Deering Avenue). Site was not operating and vacant, no access provided at the time of the 9-20-07 site visit.

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Photo 37:

Empty (?) AST on Northwest corner of Catalina Pacific ready mix facility (7001 Deering Avenue). Site was not operating and vacant, no access provided at the time of the 9-20-07 site visit.

Photo 38:

Central Valley Lumber (7119 Deering Avenue), left of photo, on east side of ROW south of Sherman Way; Autos parked in central area of ROW on the right.

Photo 39:

Oil stains, tank truck, containers south end of Star Construction, 7320? Canoga Ave.

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Photo 40:

Oil stains, central area of Star Construction, 7320? Canoga Ave.

Photo 41:

Oil stains, drums, containers maintenance activity, central area of Star Construction, 7320? Canoga Ave.

Photo 42:

55-gallon drums, miscellaneous containers, oil stains north end of Star Construction, 7320? Canoga Ave.

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Photo 43:

Rear access to neighboring small industrial shops on Deering Avenue next to east side of ROW south of Valerio Street. Pavement slopes to the east away from ROW

Photo 44:

Unlabeled drums, paint containers and paint stains on the gravel surface on ROW adjacent to the south side of Valerio Street. Appears to be used by Galvin Painting, 7375 Deering Avenue, adjacent to east side of this area depicted.

Photo 45:

Unlabeled drums with oily liquid on ROW next to north side of Valerio Street. The parcel is otherwise used for vehicle parking.

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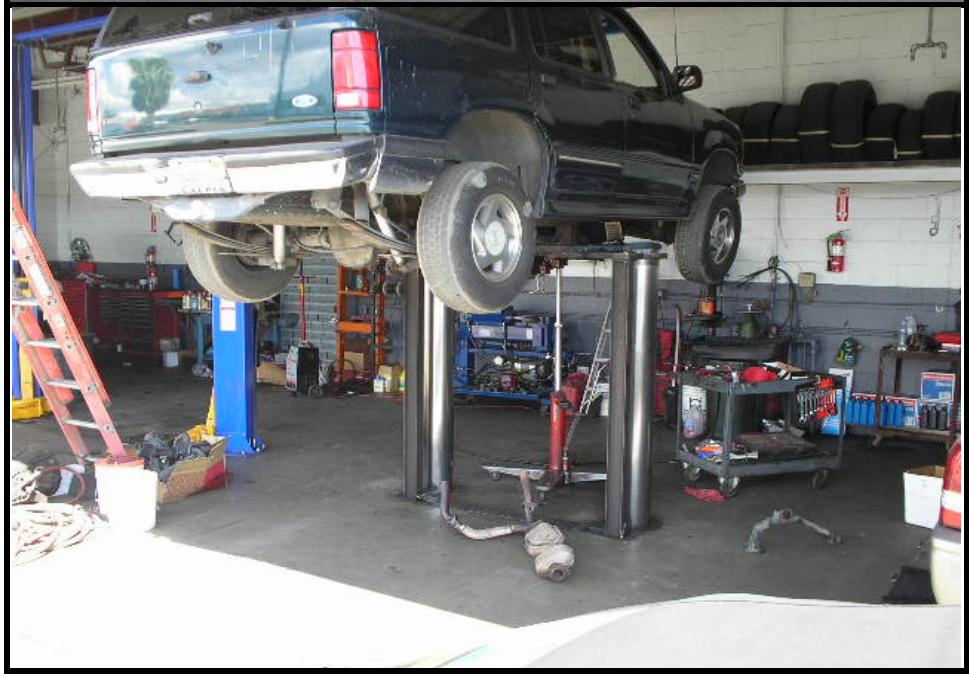

Photo 46:

Long narrow self-storage building on east side of ROW next to Canoga Ave., between Ingomar Street & Saticoy Street.

Photo 47:

Auto repair garage on west side of ROW, 7800 Canoga Ave.

Photo 48:

Five hydraulic lifts in bays, 7800 Canoga Ave.

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Photo 49:

Waste oil storage area, south end of building, 7800 Canoga Ave. Formerly a UST that was removed, soil with oil remained under building.

Photo 50:

Valley Truck Repair office, 7900 Canoga Ave.

Photo 51:

Waste oil UST, oily waste and parts washing, Valley Truck Repair office, 7900 Canoga Ave.

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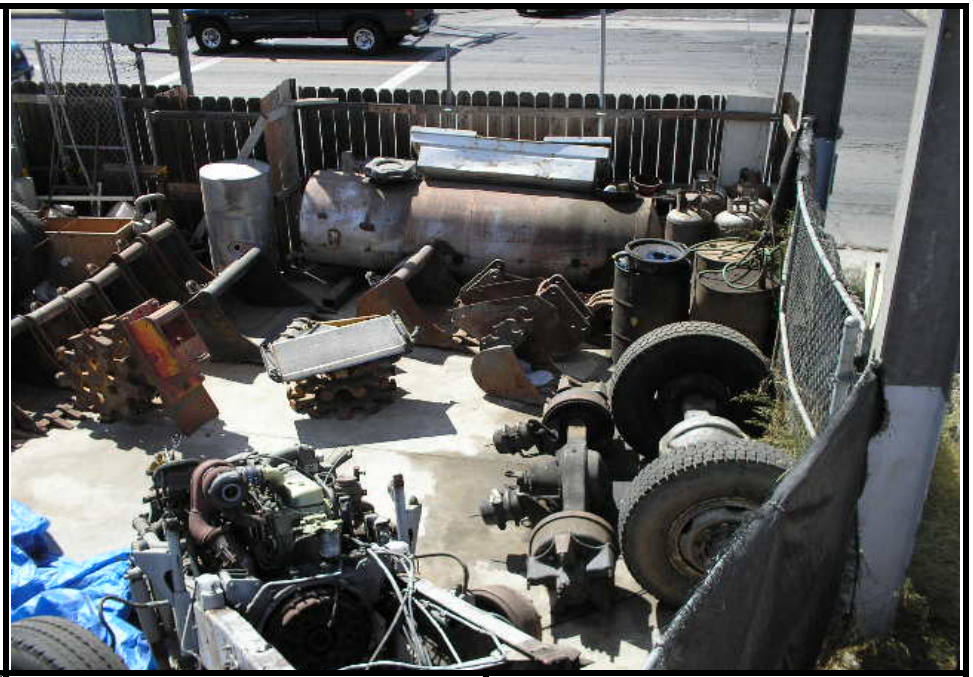

Photo 52:

55-gallon drums on contractor storage yard, across from Strathern Street intersection on Canoga Avenue (7994?-8050?); Parcel locked no occupants present and no access at time of site visit; Photo from neighboring driveway at north end of parcel.

Photo 53:

Same as previous photo Number 52.

Photo 54:

Used railroad tie facility in ROW, between Prairie Street and Plummer Street.

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Photo 55:

Unlabeled drums in used railroad tie facility in ROW, south of Plummer St.

Photo 56:

Vacant field north of Chatsworth Metrolink Parking lot, northern end of Project ROW; Devonshire Street in the distance.

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APPENDIX H

RESUME OF PROJECT MANAGER

GARY J. HALBERT
Environmental Assessor/Hydrogeologist

Mr. Halbert has over 20 years of experience performing environmental, hydrogeologic, and geotechnical investigations in California, Nevada and Arizona. He has managed soil and groundwater environmental assessments and remediation for landfills, underground tanks, industrial facilities, refineries, power plants, and property transfers involving petroleum products, solvents, metals, and pesticides. He has performed engineering geology investigations and field inspection for construction of major civil works, including landfills, high-rise buildings, waste-water treatment facilities, dams, tunnels, airports, hospitals, roads, fault studies and landslide repairs.

EDUCATION

1979/B.S., Geology, Southeast Missouri State University, Cape Girardeau, Missouri
1984/Graduate Course Work for M.S. (36 Units) for Engineering Geology and Hydrogeology, California State University at Los Angeles
1975/Associate, Civil Engineering Technology, Mineral Area College, Park Hill, Mo.

REGISTRATION/CERTIFICATION

1995/Certified Hydrogeologist, California, No. 239
1986/Certified Engineering Geologist, California, No. 1318
1986 /Registered Geologist, California, No. 4189
1988/Registered Environmental Assessor, California, No.871

REPRESENTATIVE PROJECTS

UNOCAL Center, Downtown Los Angeles - Project manager and primary environmental consultant to UNOCAL Land and Development Group from 1988-1992 during high profile negotiations for sale of five-block parcel to a major developer. Services included supervision of historical research; underground storage tank assessment/remediation; negotiation meetings with legal and technical representatives of the purchasers and neighboring contaminated sites; and general consultation and recommendations for environmental, engineering geology and groundwater issues. The property sale was concluded under terms very satisfying to UNOCAL, including contractual resolution of environmental considerations that could have delayed sale of the property.

City of Santa Monica, Bergamot Industrial Block Redevelopment - Project manager for soil and groundwater assessment for the City of Santa Monica at an active industrial facility leased from Southern Pacific Railroad that was being considered for community redevelopment by the City. Site investigation work had to be performed in limited access conditions while avoiding interference with ongoing tenant operations. Although low concentrations of contaminants were identified, the site was successfully developed into a cultural center without significant environmental mitigation based on an interpretation of minimal risk.

City of Indio, Monroe Street Overpass - Provided technical consultation to legal counsel to the City of Indio for litigation involving leaky underground storage tanks at a former service station and a petroleum pipeline on a railroad right of way. Ownership of the service station properties was assumed by the city through eminent domain for construction of a street overpass. The city obtained a decision requiring former occupants and their suppliers to assume financial responsibility for UST soil-and-groundwater remediation/monitoring as required by the local regulatory agency.

Fremont Indemnity Block, Los Angeles, California - Performed site investigation and remediation for the former property owner of a two block area on the 1200 block of Eighth Street in Los Angeles. The property was sold to the Community Redevelopment Agency for low income housing. Services consisted of historical research, a geophysical survey for unidentified USTs, soil and groundwater assessments for petroleum hydrocarbons, and removal of a UST. The UST was found to be nearly twenty feet deep, originally installed at the sub-basement foundation of the existing twelve story building. Shoring was required to remove the UST and most of the associated soil contamination. Closure of the UST case was obtained from the water board after one year of groundwater monitoring; the property transfer agreement was completed to the satisfaction of both parties.

Resolution Trust Corporation, Los Angeles, California - Project manager for a Phase II site assessment at a closed Savings and Loan branch located at the intersection of Beverly and La Brea Avenues in Los Angeles, California. The property had been a street-corner service station prior to conversion to a Savings and Loan. Services included historical research, a soil vapor survey, soil sampling, and groundwater analysis on the site and in the surrounding streets and alley. Conclusions and recommendations resulted in saving an estimated $500,000 to RTC by convincing the regulatory agency the on-site contamination was negligible and remediation was impractical due to known soil and groundwater contamination from existing or former service stations on the other three upgradient corners of the street intersection.

Eastern Transportation Corridor, Orange County, California - Senior hazardous waste management consultant for construction management team providing oversight of Design/Build contractor during construction of a 15-mile toll road. Oversight activities included implementation of EIR/EIS mitigation measures and Best Management Practices; asbestos abatement during demolition of structures and pipelines, remediation of petroleum contaminated soil, operation of temporary fueling/maintenance facilities and assessment of lead-impacted soils adjacent to existing pavements.

Alameda Corridor Transportation Authority, Los Angeles, California - Senior hazardous waste consultant for hazardous waste assessment and remediation at various industrial sites in South Central Los Angeles assumed by ACTA for construction of a major international rail and trucking transportation facility. Prepared site investigation reports with remediation recommendations for sites with solvents, metals and petroleum hydrocarbon contamination.

El Segundo Team Track - A property adjacent to the subject site served as a manufacturing facility for metal products since the 1940's. The site contained a slag pile in a natural pond. The site was designated as a State Superfund Site due to heavy metals in the soil. Based on a risk assessment, the slag pond was closed in place with an impermeable cap. An environmental assessment was performed for SPTCo on their property to evaluate the impact for a legal settlement.

MGP Risk Assessment, Santa Barbara, California - As part of a real estate transacton, managed an environmental assessment on railroad property that was found to be adjacent to a turn-of-the-century Manufactured Gas Plant (MGP) with polynuclear aromatic hydrocarbons (PAH) in the soil. The assessment included historical research and review of public agency files for the MGP site and other site in the area. A risk assessment prepared for the MGP site was evaluated and used as a baseline criteria for the subject property. A soil investigation was performed on the subject property to evaluate healt and environmental risk criteria for the site.

Long Beach California Bulk Terminal, Long Beach, California - Managed assessment for impacts to soil and groundwater to address complaints from nearby residents and consider litigation for damages at this railroad parcel that had been leased as a bulk transfer station for petroleum distillate products. The environmental history of the site and surrounding area was researched and data from previous investigations was compiled and presented with recommendations for further action to legal counsel.

City of Industry Intermodal Facility - Senior consultant for groundwater assessment at this former Southern Pacific site located in a VOC-contaminated aquifer Superfund area north of Downtown LA. Soils were contaminated by underground storage tanks and maintenance activities.

Taylor Yard, Los Angeles, California - Hydrogeologic consultant for environmental assessment and remediation for petroleum hydrocarbons and solvents by regulatory agencies at this large SPTCo rail site used for a variety of purposes since the turn of the century. Soils were contaminated by petroleum hydrocarbons, solvents and metals. Groundwater beneath this site is immediately downgradient from VOC-contaminated aquifer Superfund site.

GARY GILBERT
Professional Engineer

Mr. Gilbert has over 10 years of experience performing environmental and geotechnical investigations in California. He has managed soil and groundwater environmental site assessments for public works projects involving petroleum products and heavy metals. His experience includes site reconnaissance, data searches, field subsurface investigations to obtain samples for testing and analysis of laboratory test results.

EDUCATION

1996/B.S., Civil Engineering, California State University Long Beach, Long Beach, California.
2002/M.S., Civil Engineering, California State University Long Beach, Long Beach, California.

REGISTRATION/CERTIFICATION

2002/Registered Civil Engineer, California, No. 62781

REPRESENTATIVE PROJECTS

Mid City/Exposition Boulevard Light Rail Transit Project - Phase I ESA, Los Angeles County – Project manager for a Phase I environmental site assessment to check for historical evidence of potential site contamination for over 6 miles of light rail tracks, including elevated structures. The assessment was performed in general accordance with the ASTM Designation E 1527, Standard Practice for Environmental Project Site Assessments: Phase I Environmental Property Assessment Process. A review of available existing local, state, and federal-maintained databases of hazardous materials sites and underground storage tank records was conducted. Readily available historical aerial photographs were reviewed to help identify prior land uses and a brief field survey was performed to help assess current conditions. Potential sites of concern were identified and further investigation was recommended. Compliance with federal, state, and local regulations was addressed.

Mid City/Exposition Boulevard Light Rail Transit Project - Phase II Investigation, Los Angeles County – Project manager for a Phase II enviornmental hazardous waste study for the Los Angeles County Metropolitan Transportation Authority (Metro) Mid-City/Exposition Boulevard Light Rail Transit (LRT) Project. The proposed improvements in this portion of the Project include eleven stations and three grade separations. The intent of this Phase II investigation was to screen the Project site for impacted soil that may impact construction of the Project in complying with the hazardous waste section of the California Environmental Quality Act (CEQA). DYA's Phase I environmental site assessment identified sites with evidence of potential contamination. The scope of this project was to evaluate the soils to be excavated in these areas identified in the Phase I report. Excavated soils are required by state and federal regulations to be classified as nonhazardous or hazardous prior to reuse as fill or disposal offsite. Soil samples were taken in the project right-of-way (ROW) at depths that were understood to be representative of earthwork planned for the project. DYA perfomed sampling and testing in accordance with U.S. Environmental Protection Agency (EPA) guidelines.

Boulder Avenue at City Creek, Highland, California – Senior engineer for project to replace the existing two-lane bridge on Boulder Avenue across City Creek with a new four-lane bridge. The project consisted of a site reconnaissance, review of historical aerial photographs, topographic maps, environmental data base report, and agency files. The findings were summarized in a hazardous waste initial site assessment report with recommendations for a Phase II environmental investigation.

Auto Center Drive, Corona, California – Senior engineer for the proposed construction of a railroad grade separation on Auto Center Drive where it crosses the Burlington Northern Santa Fe (BNSF) Railroad near Prado Dam. Mr. Gilbert performed a site reconnaissance. In addition he reviewed historical aerial photographs, topographic maps, environmental data base report, and agency files. Mr. Gilbert summarized the findings in a initial site assessment (ISA) report in general accordance with ASTM Designation E 1527.

State Route 210, Pasadena, Arcadia, And Glendora – Project manager for aerially deposited lead (ADL) soil assessment for Caltrans along State Route (SR) 210. The project consisted of evaluating the site for ADL for the proposed noise barriers (sound walls) located within the California Department of Transportation (Caltrans) right-of-way along approximately 4 miles of freeway. The test results were evaluated using U.S. Environmental Protection Agency (EPA) and California Department of Toxic Substances (DTSC) guidelines.

Gerald Desmond Bridge, Long Beach – Project engineer for preparation of a PSR for the proposed replacement of the existing Gerald Desmond Bridge. The existing bridge connects SR-710 to Terminal Island, in the City of Long Beach. The proposed bridge will have a 1,000-foot span that crosses the deep-water navigable channel connecting the Port's middle and inner harbors and a vertical clearance of up to 200 feet. Mr. Gilbert performed a file review of environmental documents for the hazardous waste environmental initial site assessment (ISA). In addition, he assisted with the preparation of the ISA report, which was prepared for the entire alignment in general accordance with Caltrans and ASTM requirements.

State Route 55/Newport Boulevard, Costa Mesa – Project manager for the widening of Newport Boulevard from 17th to 19th Streets. Performed file review of leaking underground storage tanks (LUST) for a hazardous waste initial site assessment for a road widening project. Provided recommendations handling of petroleum hydrocarbon contaminated soils during construction of the project. Prepared a hazardous waste initial site assessment (ISA) and recommendations in general accordance with Caltrans and ASTM criteria. In addition, a Phase II investigation was performed to evaluate the lateral and vertical distribution of lead in the soil within the project right-of-way and to help evaluate how construction activities will be impacted by soil contamination in the project right-of-way

State Route 91 Ardmore Avenue Gross Solids Removal Device, Bellflower, California – Project manager for an aerially deposited lead (ADL) study for a proposed gross solids removal device (GSRD) at the southeast corner of Ardmore Avenue and Beach Street, along SR-91 in the Caltrans right-of-way in Bellflower, California. DYA provided data estimating ADL in soil to be excavated for the project, and the scope of services consisted of preparing a site worker health and safety plan, conducting field soil sampling, performing laboratory analysis, and preparing a report.

State Route 14, Los Angeles County – Project manager for a hazardous waste initial site assessment (ISA) of a 30-mile long portion of SR-14 from Sand Canyon Road to Avenue P. The project consisted of conducting a site reconnaissance, a review of historical data related to hazardous materials, review of aerial photographs, a review of environmental databases, and recommendations for additional environmental investigations.

Interstate 5, Los Angeles County – Project manager for a hazardous waste initial site assessment (ISA) of a 10-mile long portion of Interstate 5 (I-5) from SR-14 to SR-126. The project consisted of conducting a site reconnaissance, a review of historical data related to hazardous materials, review of aerial photographs, a review of environmental databases, and recommendations for additional environmental investigations.

State Route 111/Best Road, Brawley – Project manager for soil and groundwater initial site assessment for the City of Brawley for the improvement of a water transmission line on SR 111/Best Road. Prepared a hazardous waste initial site assessment report with recommendations for a Phase II environmental investigation.

Pier T, Port of Long Beach – Performed site investigation for a former naval facility that was converted to a container terminal. The investigation consisted of collecting soil samples for the assessment of petroleum hydrocarbons.

Cabrillo Marina Development, Port of Los Angeles – Performed site investigation for a commercial development on land previously occupied by a naval fuel storage facility. The investigation consisted of collecting soil samples for the assessment of petroleum hydrocarbons.

Hollyhills Storm Drain, Los Angeles County – Performed site investigation for over one mile of storm drain. Soil and groundwater samples were collected to test for petroleum hydrocarbons and the air was tested at the site for volatile organics using a photo ionization detector.

Balboa Village Improvement Plans, Newport Beach – Prepared report and performed site investigation for pavement rehabilitation and storm drain improvements. The project included the collection of groundwater samples from borings to estimate levels of NPDES chemical constituents that would be encountered during construction dewatering.

Alameda Corridor Trench, Compton – Performed site investigation for an approximate 1.5 mile below grade railroad corridor. The investigation consisted of collecting soil samples for the assessment of petroleum hydrocarbons.

DISTRIBUTION

1 copy: Mr. Michael Meyer
Iteris
707 Wilshire Blvd.
Suite 4810
Los Angeles, CA 90017

QUALITY CONTROL REVIEWER

Allen M. Yourman, Jr., P.E., G.E.
Principal

GKG/AMY:cfp

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix H

Conceptual Engineering Drawings

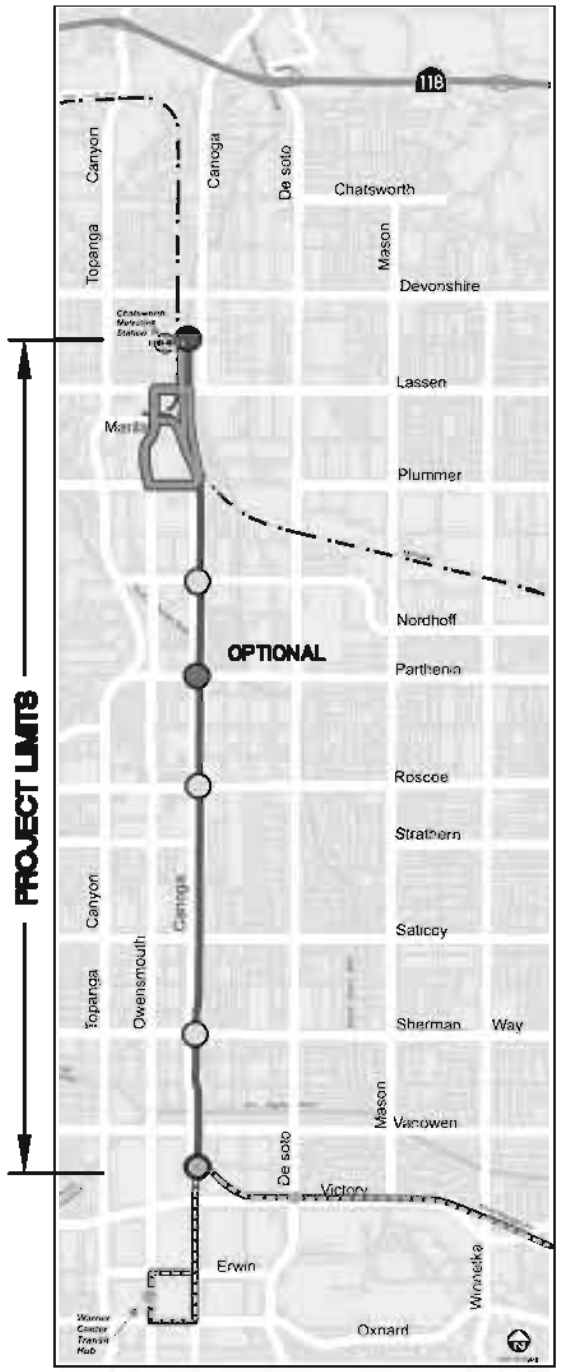
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY



CANOGA TRANSPORTATION CORRIDOR

CONTRACT NO. PS43701952

FEBRUARY 18, 2008

CONCEPTUAL PLAN
SUBJECT TO CHANGE

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED L. SALVATIERRA	DATE 02/08
DRAWN BY L. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

CANOGA TRANSPORTATION CORRIDOR
COVER SHEET

CONTRACT NUMBER	PS43701952
DWG. NO.	G-001
REV.	
SCALE	
SHEET NO.	___ OF XX

Feb 14, 2008 M:\CADD FILES\MA\2007A_M27-1443_Northern_Canoga_Extension_-_Consultants\CADD\Conceptual_Drawings\CANOGA_TITLE-INDEX-TOPO_Sheets.dgn

GENERAL

SHT NO.	DWG NO.	DRAWING TITLE
–	G-001	COVER SHEET
1	G-002	INDEX
2	G-003	EXISTING TOPO AND MTA BOUNDARY – SHEET 1 OF 5
3	G-004	EXISTING TOPO AND MTA BOUNDARY – SHEET 2 OF 5
4	G-009	EXISTING TOPO AND MTA BOUNDARY – SHEET 3 OF 3
5	G-004	EXISTING TOPO AND MTA BOUNDARY – SHEET 4 OF 5
6	G-009	EXISTING TOPO AND MTA BOUNDARY – SHEET 5 OF 5
7	G-009	RIGHT OF WAY MAP – SHEET 1 OF 4
8	G-010	RIGHT OF WAY MAP – SHEET 2 OF 4
9	G-011	RIGHT OF WAY MAP – SHEET 3 OF 4
10	G-012	RIGHT OF WAY MAP – SHEET 4 OF 4

CIVIL

11	C-201	PLAN AND PROFILE – STA 70+50 TO STA 130+00 – SHEET 1 OF 5
12	C-202	PLAN AND PROFILE – STA 130+00 TO STA 180+50 – SHEET 2 OF 5
13	C-203	PLAN AND PROFILE – STA 180+50 TO STA 240+00 – SHEET 3 OF 5
14	C-304	PLAN AND PROFILE – STA 240+00 TO STA 290+50 – SHEET 4 OF 5
15	C-205	PLAN AND PROFILE – STA 290+50 TO STA 310+00 – SHEET 5 OF 5
16	C-301	CANOGA STATION
17	C-302	SHERMAN WAY STATION
18	C-303	ROSCOE STATION
19	C-304	NORDHOFF STATION
20	X-001	TYPICAL SECTIONS – BRT GUIDEWAY AND STATION

TRAFFIC SIGNAL PLANS

21	TS-001	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – CANOGA AVE AT VANOWEN BLVD
22	TS-002	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – CANOGA AVE AT SHERMAN WAY
23	TS-003	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – CANOGA AVE AT VALERIO ST
24	TS-004	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – CANOGA AVE AT SATICOY ST
25	TS-005	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – CANOGA AVE AT ROSCOE BLVD
26	TS-006	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – CANOGA AVE AT PARTHENIA ST
27	TS-007	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – CANOGA AVE AT NORDHOFF ST
28	TS-008	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – PLUMMER ST AT BUSWAY (OPTION1)
29	TS-009	ON-STREET ALTERNATIVE CONCEPTUAL SIGNAL PLAN – MARILLA ST AT BUSWAY (OPTION 2)
30	TS-010	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – LASSEN AVE AT BUSWAY (OPTION 2)
31	TS-011	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – LASSEN AVE AT BUSWAY (OPTION 3)
32	TS-012	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – LASSEN AVE AT BUSWAY (OPTION 4)
33	TS-013	BUSWAY ALTERNATIVE CONCEPTUAL SIGNAL PLAN – LASSEN AVE AT BUSWAY (OPTION 4a)

URBAN DESIGN

CANOGA BUSWAY ALTERNATIVE

34	UD-001	TYPICAL CROSS-SECTIONS
35	UD-002	CROSS-SECTIONS ADJACENT TO COMMERCIAL/INDUSTRIAL USES
36	UD-006	TYPICAL CROSS-SECTIONS AT STATIONS
37	UD-004	CANOGA STATION
38	UD-009	SHERMAN WAY STATION
39	UD-006	ROSCOE STATION
40	UD-007	CANOGA BUSWAY/ON-STREET – CHATSWORTH METROLINK STATION OPTION A AND B
41	UD-008	CANOGA BUSWAY/ON-STREET – CHATSWORTH METROLINK STATION OPTION C AND D

CANOGA ON-STREET DEDICATED BUS LANES ALTERNATIVE

42	UD-009	TYPICAL CROSS-SECTIONS
43	UD-010	CANOGA STATION
44	UD-011	SHERMAN WAY STATION

BRIDGE

45	S-001	SANTA SUSANA WASH – BOX CULVERT
46	S-002	LOS ANGELES RIVER BRIDGE

OPERATION AND MAINTENANCE FACILITIES

47	OM – 001	OPERATION AND MAINTENANCE FACILITIES – BUS PARKING LOT LAYOUT
48	OM – 002	MAINTENANCE EXPANSION FOR 65 FOOT BUSES – SITE PLAN

SIGNING AND STRIPING

49	SS-001	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – CANOGA STATION TO BASSETT ST
50	SS-002	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – BASSETT ST TO WYANDOTTE ST
51	SS-003	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – WYANDOTTE ST TO KESWICK ST
52	SS-004	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – KESWICK ST TO STRATHERN ST
53	SS-009	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – STRATHERN ST TO CHASE ST
54	SS-009	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – CHASE ST TO PARTHENIA ST
55	SS-007	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – PARTHENIA ST TO NORDHOFF ST
56	SS-009	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – NORDHOFF ST TO PLUMMER ST
57	SS-009	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN CANOGA AVENUE – PLUMMER ST TO MARILLA ST
58	SS-010	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN MARILLA ST/OWENSMOUTH AVE – CANOGA AVE TO LASSEN ST
59	SS-011	ON-STREET BUS ALTERNATIVE – CONCEPTUAL STRIPING PLAN LASSEN ST – OWENSMOUTH AVE TO OLD DEPOT RD

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	DATE
I. SALVATIERRA	02/08
DRAWN BY	DATE
I. SALVATIERRA	02/08
CHECKED	DATE
K. DERDERIAN	02/08
DATE	
02/18/08	

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PLANS PREPARED BY: ITERIS Innovation for better mobility
707 Wilshire Blvd, Suite 4910
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR

INDEX OF DRAWINGS

CONTRACT NUMBER	PS43701952
DWG. NO.	G-002
REV.	
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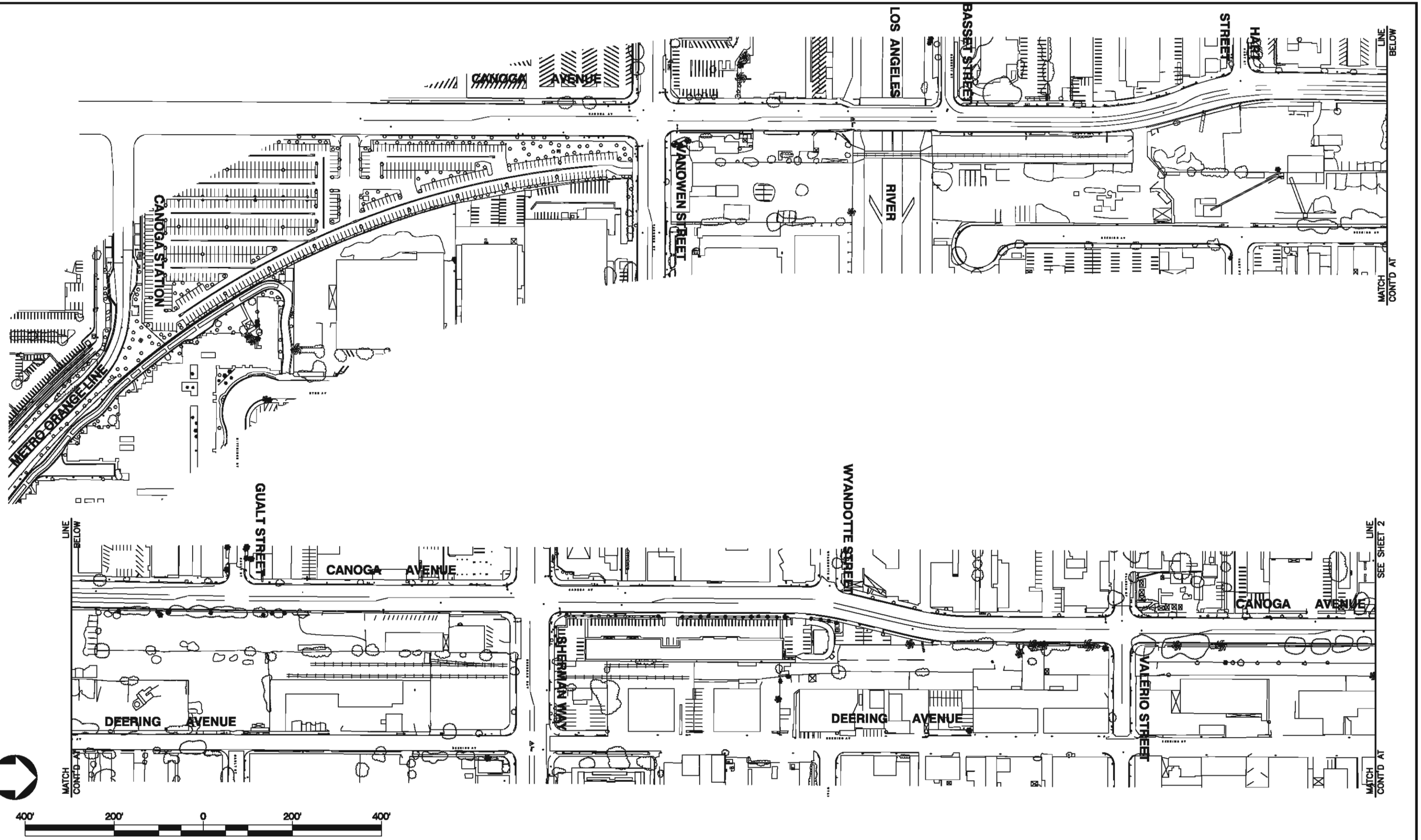
SHEET NO.	___ OF XX



REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	DATE
I. SALVATIERRA	02/05
DRAWN BY	DATE
I. SALVATIERRA	02/05
CHECKED	DATE
K. DERDERIAN	02/05
DATE	
02/18/05	

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

707 Wilshire Blvd., Suite 4610
Los Angeles, CA 90017-3010
Phone: (213) 488-0545
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
EXISTING TOPO SURVEY

SHEET 1 OF 5

CONTRACT NUMBER	PS43701952
DWG. NO.	G-003
REV.	
SCALE	1" = 200'
SHEET NO.	___ OF XX

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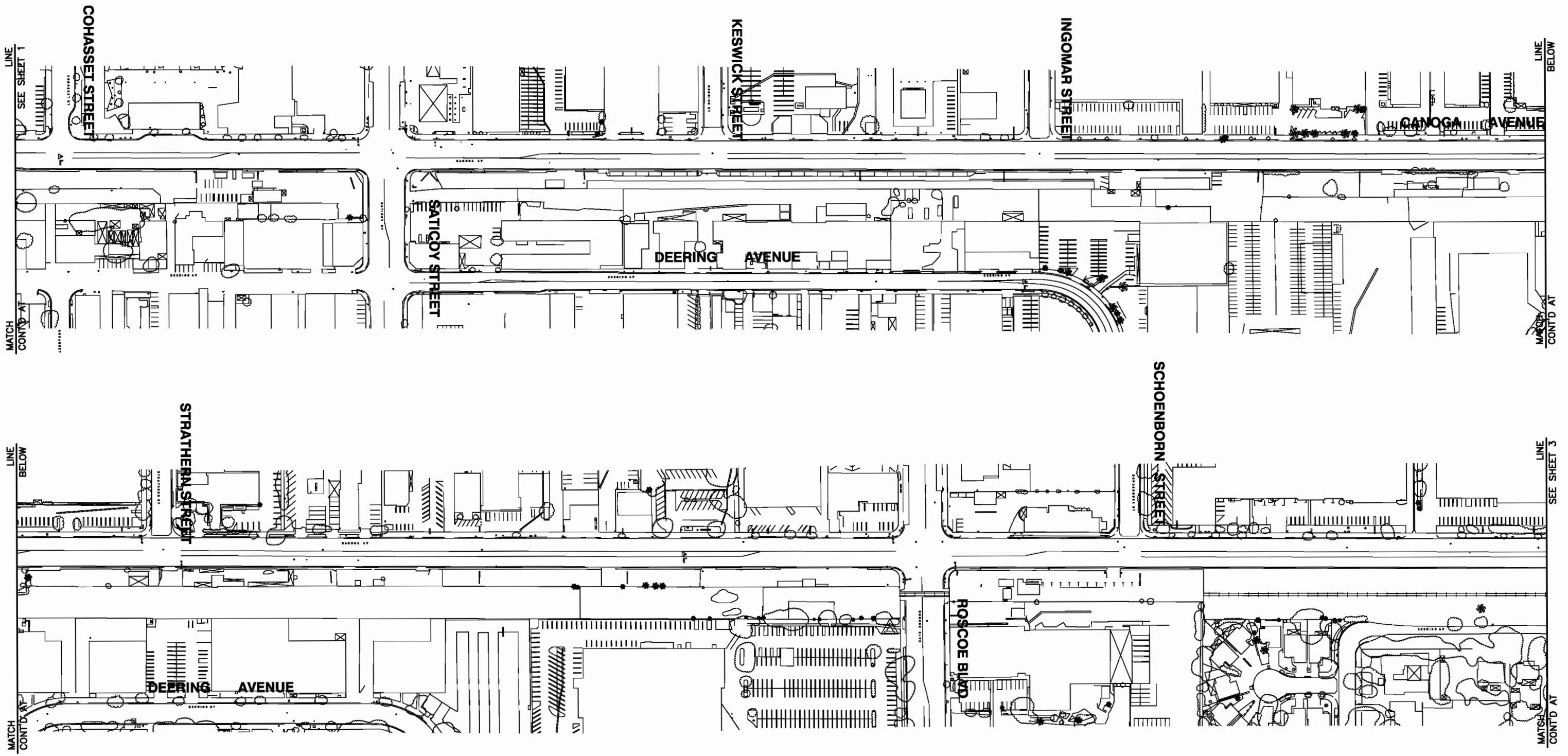

REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED	
I. SALVATIERRA	02/08
DRAWN BY	DATE
I. SALVATIERRA	02/08
CHECKED	DATE
K. DERDERIAN	02/08
DATE	
02/18/08	

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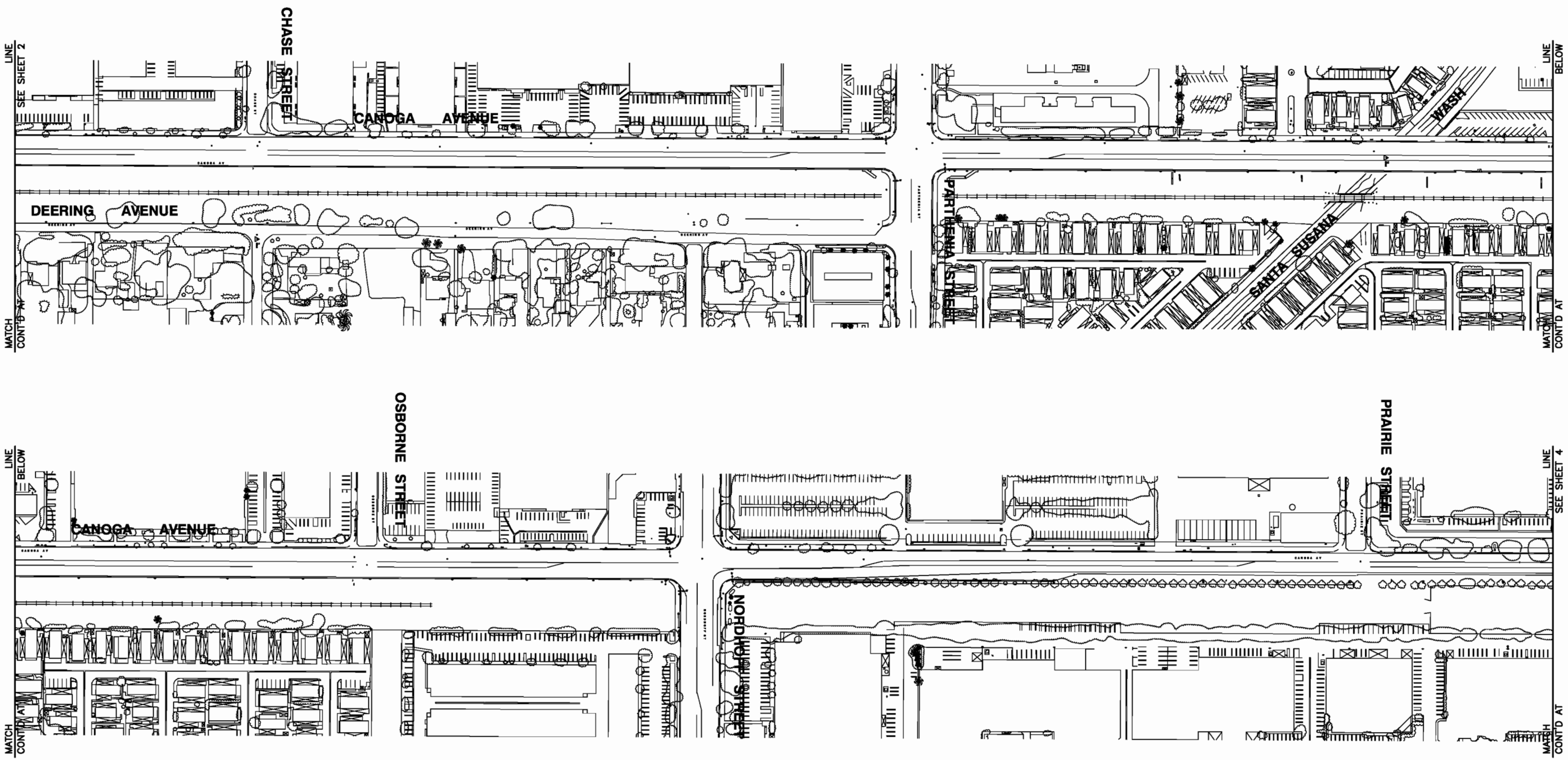
ITERIS

707 Wilshire Blvd, Suite 4910
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
EXISTING TOPO SURVEY

SHEET 2 OF 5

CONTRACT NUMBER	PS43701952
DWG. NO.	G-004
REV.	
SCALE	1" = 200'
SHEET NO.	___ OF XX



REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS Transportation Solutions

707 Wilshire Blvd, Suite 4910
Los Angeles, CA 90017-3510
Phone: (213) 488-0345
Fax: (213) 489-0440

CANOGA TRANSPORTATION CORRIDOR
EXISTING TOPO SURVEY

SHEET 3 OF 5

CONTRACT NUMBER	PS43701952
DWG. NO.	G-005
REV.	
SCALE	1" = 200'
SHEET NO.	___ OF XX

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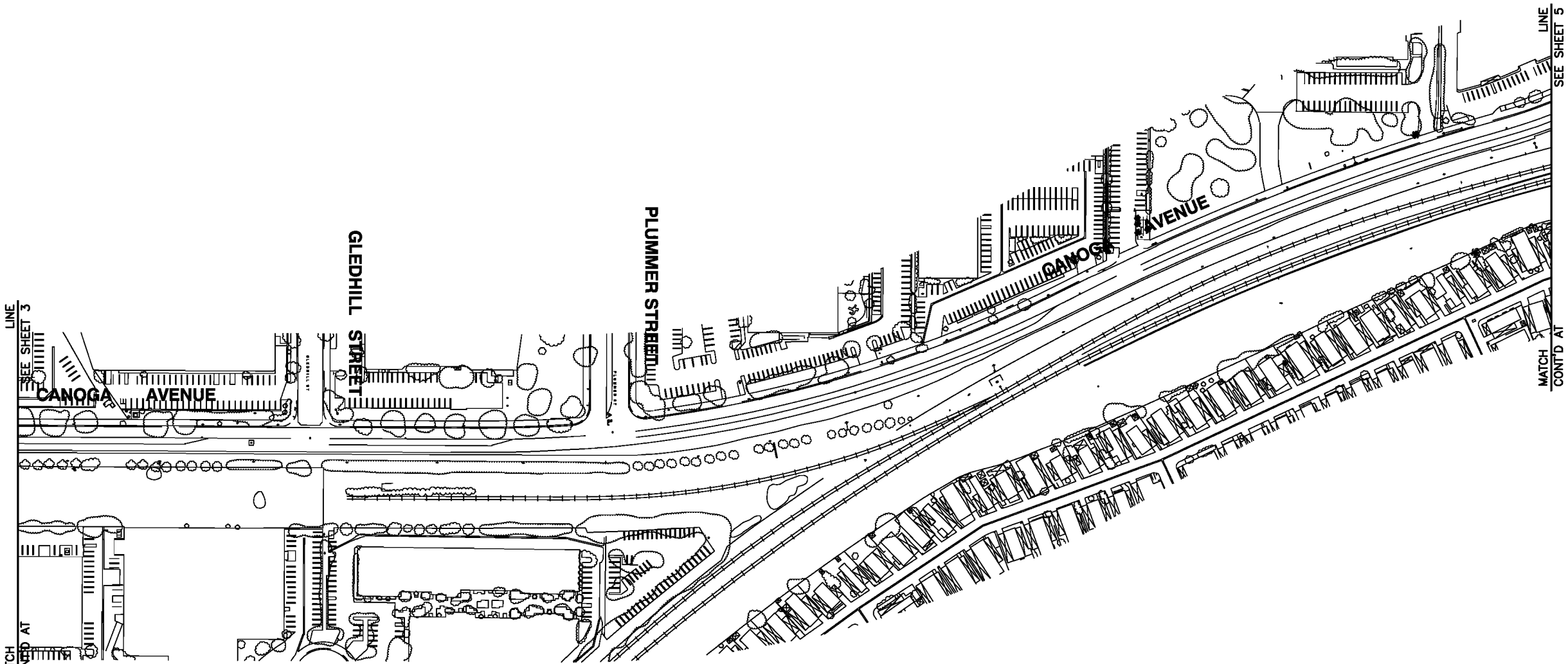

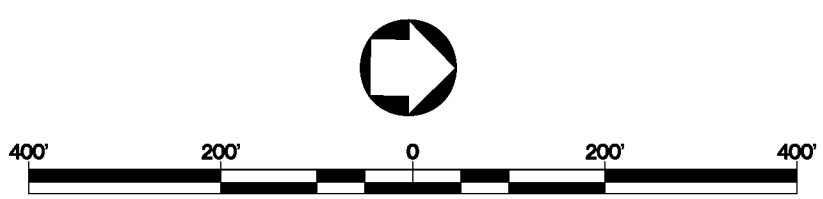

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PLANS PREPARED BY: ITERIS Innovation in Motion Mobility
707 Wilshire Blvd, Suite 4910
Los Angeles, CA 90017-3910
Phone: (213) 488-0346
Fax: (213) 488-9460

CANOGA TRANSPORTATION CORRIDOR
EXISTING TOPO SURVEY

SHEET 4 OF 5

CONTRACT NUMBER	PS43701952
DWG. NO.	G-006
REV.	
SCALE	1" = 200'
SHEET NO.	___ OF XX

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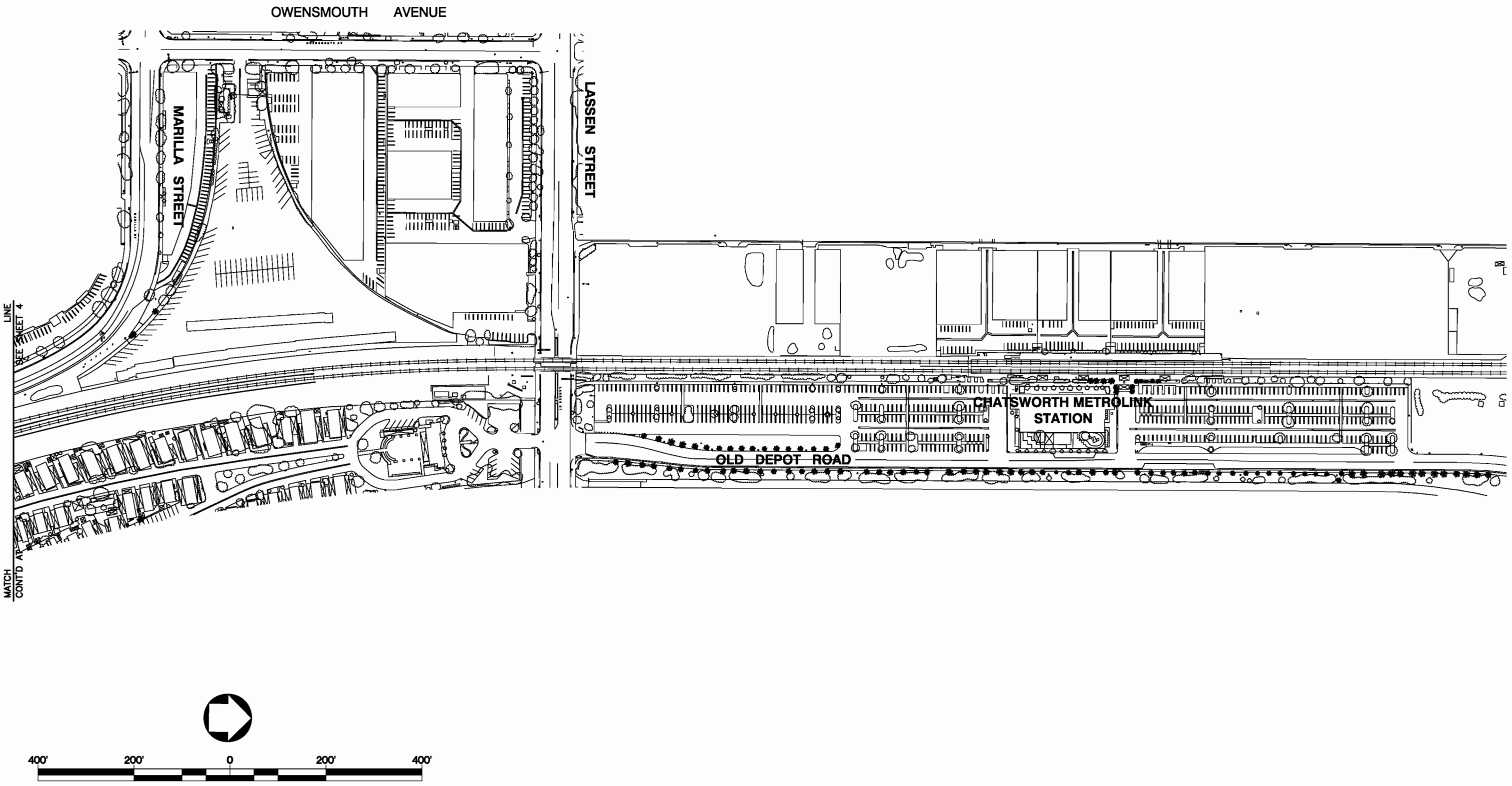


REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	DATE
I. SALVATIERRA	02/08
DRAWN BY	DATE
I. SALVATIERRA	02/08
CHECKED	DATE
K. DERDERIAN	02/08
DATE	
02/18/08	

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

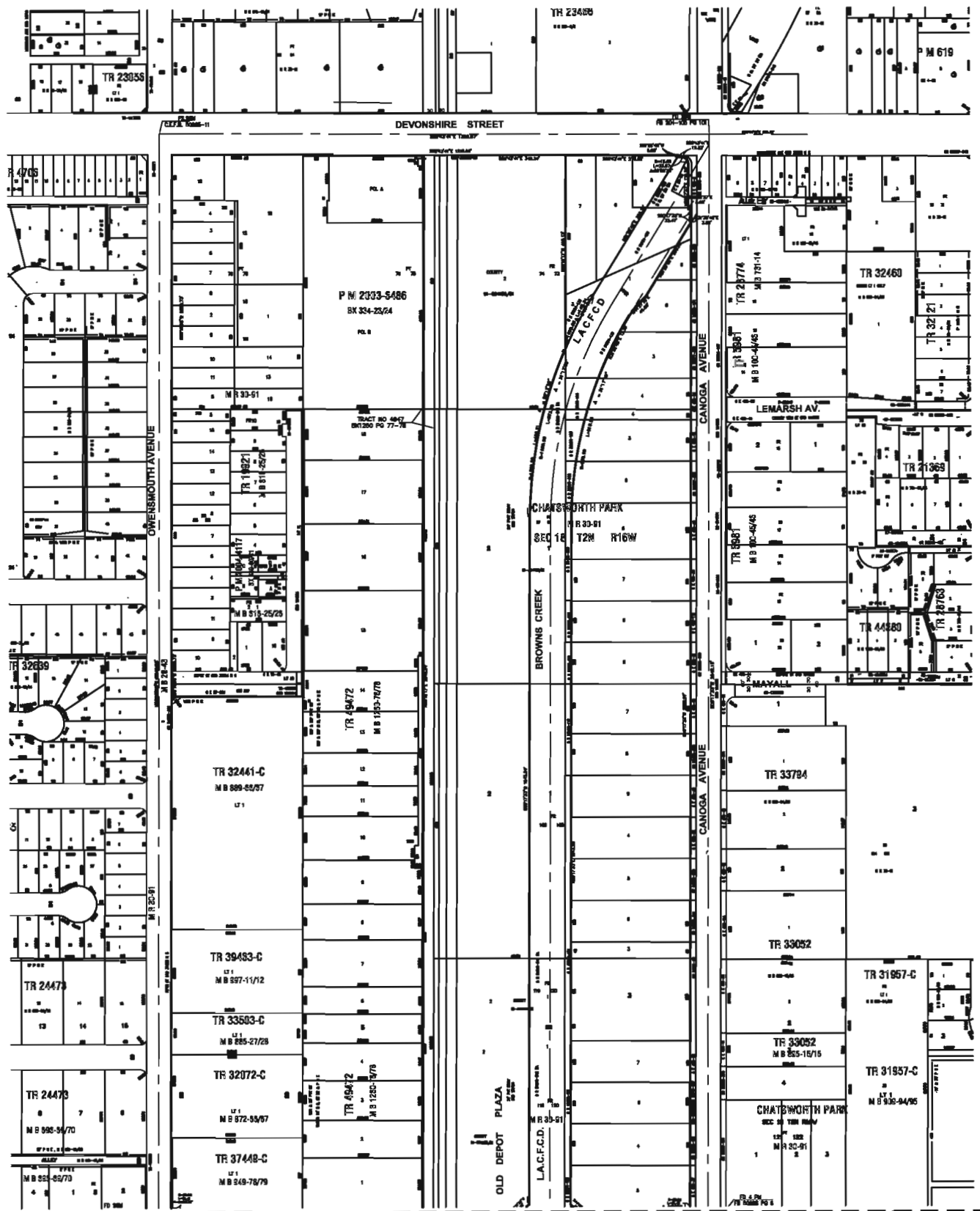
707 Wilshire Blvd, Suite 4910
Los Angeles, CA 90017-3610
Phone: (213) 488-5345
Fax: (213) 489-9440

CANOGA TRANSPORTATION CORRIDOR
EXISTING TOPO SURVEY

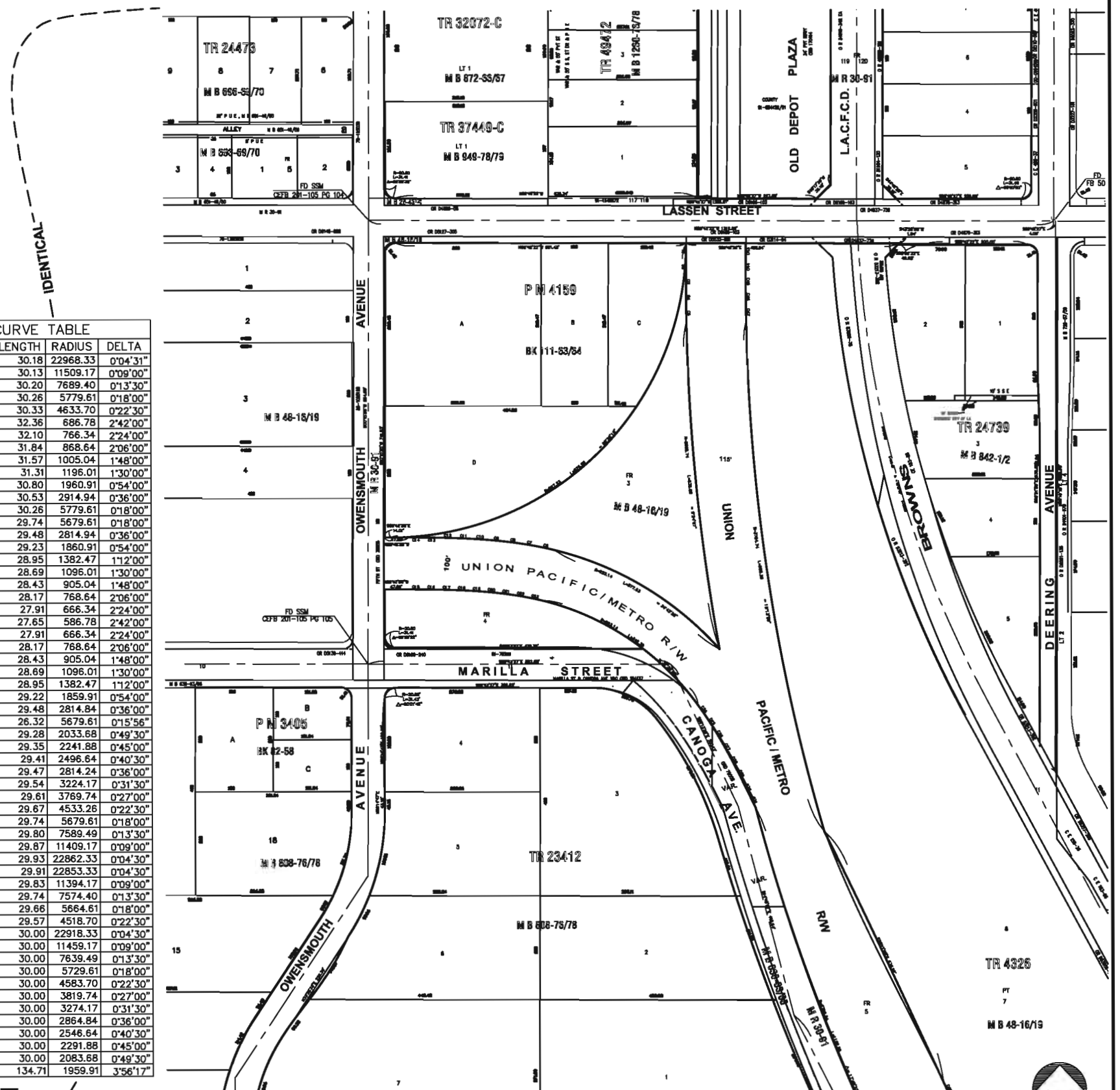
SHEET 5 OF 5

CONTRACT NUMBER	PS43701952
DWG. NO.	G-007
REV.	
SCALE	1" = 200'
SHEET NO.	___ OF XX

Feb 14, 2008 M:\ CADD FILE\ MA\3007A\07-1543 Northern Canoga Extension - Orangeline\CAD\Conceptual Drawings\CANOGA TITLE-INDEX-TOPO Sheets.dwg



CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	30.18	22968.33	0°04'31"
C2	30.13	11509.17	0°09'00"
C3	30.20	7689.40	0°13'30"
C4	30.26	5779.61	0°18'00"
C5	30.33	4633.70	0°22'30"
C6	32.36	686.78	2°42'00"
C7	32.10	766.34	2°24'00"
C8	31.84	868.64	2°06'00"
C9	31.57	1005.04	1°48'00"
C10	31.31	1196.01	1°30'00"
C12	30.80	1960.91	0°54'00"
C13	30.53	2914.94	0°36'00"
C14	30.26	5779.61	0°18'00"
C15	29.74	5679.61	0°18'00"
C16	29.48	2814.94	0°36'00"
C17	29.23	1860.91	0°54'00"
C18	28.95	1382.47	1°12'00"
C19	28.69	1096.01	1°30'00"
C20	28.43	905.04	1°48'00"
C21	28.17	768.64	2°06'00"
C22	27.91	666.34	2°24'00"
C23	27.65	586.78	2°42'00"
C24	27.91	666.34	2°24'00"
C25	28.17	768.64	2°06'00"
C26	28.43	905.04	1°48'00"
C27	28.69	1096.01	1°30'00"
C28	28.95	1382.47	1°12'00"
C29	29.22	1859.91	0°54'00"
C30	29.48	2814.84	0°36'00"
C31	26.32	5679.61	0°15'56"
C32	29.28	2033.68	0°49'30"
C33	29.35	2241.88	0°45'00"
C34	29.41	2496.64	0°40'30"
C35	29.47	2814.24	0°36'00"
C36	29.54	3224.17	0°31'30"
C37	29.61	3769.74	0°27'00"
C38	29.67	4533.26	0°22'30"
C39	29.74	5679.61	0°18'00"
C40	29.80	7589.49	0°13'30"
C41	29.87	11409.17	0°09'00"
C42	29.93	22862.33	0°04'30"
C43	29.91	22853.33	0°04'30"
C44	29.83	11394.17	0°09'00"
C45	29.74	7574.40	0°13'30"
C46	29.66	5664.61	0°18'00"
C47	29.57	4518.70	0°22'30"
C48	30.00	22918.33	0°04'30"
C49	30.00	11459.17	0°09'00"
C50	30.00	7639.49	0°13'30"
C51	30.00	5729.61	0°18'00"
C52	30.00	4583.70	0°22'30"
C53	30.00	3819.74	0°27'00"
C54	30.00	3274.17	0°31'30"
C55	30.00	2864.84	0°36'00"
C56	30.00	2546.64	0°40'30"
C57	30.00	2291.88	0°45'00"
C58	30.00	2083.68	0°49'30"
C59	134.71	1959.91	3°56'17"



MATCH LINE

RIGHT OF WAY HAS BEEN ESTABLISHED PER FOUND MONUMENTS AND RECORD MAPS. NO TITLE DOCUMENTS, LEASE DESCRIPTIONS OR STREET EASEMENTS WERE PROVIDED FOR THIS PHASE.

MATCH LINE SEE TOP LEFT SIDE SHEET 2 OF 4

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED C.A.	DATE 09/02/08
DRAWN BY O.K.	DATE 02/12/08
CHECKED S.A.W.	DATE 02/13/08
DATE 02/13/08	

Metro — Metropolitan Transportation Authority

ITERIS — 707 Wilshire Blvd, Suite 4910, Los Angeles, CA 90017-3610, Phone: (213) 486-0345, Fax: (213) 486-0440

WAGNER ENGINEERING & SURVEY, INC. — 14401 PARTHENIA STREET SUITE 100 NORTHRIDGE, CA 91343-6552 TEL 818-892-8985 FAX 818-892-8811

CANOGA TRANSPORTATION CORRIDOR
RIGHT OF WAY MAP
SHEET 1 OF 4

CONTRACT NUMBER PS43701952
DWG. NO. G-009 REV.
SCALE 1" = 120'
SHEET NO. 1 OF 4

Feb 13, 2008 MJ CADD FILE: \\Ws5\Land Projects 2005\Project\1840-010_Orange Line\dwg\FINAL\11x17_080212 Devonshire_Sherman-way .dwg

MATCH LINE SEE BOTTOM RIGHT SIDE SHEET 1 OF4

MATCH LINE SEE BOTTOM OPPOSITE SIDE

RIGHT OF WAY HAS BEEN ESTABLISHED PER FOUND MONUMENTS AND RECORD MAPS.
NO TITLE DOCUMENTS, LEASE DESCRIPTIONS OR STREET EASEMENTS WERE PROVIDED FOR THIS PHASE.

OWENSMOUTH AV

OWENSMOUTH AVENUE

P M 3998 BK 169-45/45

TR 35481-C M B 922-44/44

P M 3998 BK 169-45/45

TR 47291-C LT 1 M B 1160-39/40

P M 5336 BK 168-61/62

TR 23412 M B 808-76/78

P M 5336 BK 168-61/62

WAIVABLE WIDTH OF FUTURE STREET PORT OF PARCEL C

M B 538-63/66

PLUMMER STREET

UNION PACIFIC / METRO R/W

CHATSWORTH PARK M B 30-91

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT PROPERTY

UNION PACIFIC / METRO R/W

CHATSWORTH PARK M B 336-41/44

ED LAT TRACT NO. 23412 M.B. 808 PG 77

TRACT NO. 33150 AND PARCELMAP NO. 6060

GLEDHILL STREET

TR 33150 M B 810-53/55

P M 6060 BK 209-59/60

M B 810-63/65

M B 774-81/83 PCL A

M B 824-8/9

PRAIRIE STREET

METRO R/W

CANOGA AVENUE

45' 30' 100'

32' 32'

DEERING AVE.

MATCH LINE

SEE TOP OPPOSITE SIDE

P M 4764 BK 133-84/85

TR 36037-C LT 1 M B 956-31/32

TR 4325 M B 48-16/19

TR 36067 M B 924-8/9

ALABAMA AVENUE

C/L ALLEY

TR 27934 TRACT NO. 27934 M B 847-46/47

METRO R/W

CANOGA AVENUE

30' 30' 100'

M B 896-17/20

NORDHOFF STREET

P M 4125 BK 125-15/17

TR 25802 M B 811-57/58

NW 1/4 SEC 30 T2N R16W

EX MISSION DE SAN FERNANDO

P M 2088 BK 31-9

M B 799-36/37

TR 30892

TR 15795 M B 771-53/54

OWENSMOUTH AVENUE

P M 5108 BK 235-71/72

D C C 1526 C F 695

OSBORNE ST

TR 25516 M B 833-71/72

LACFCD EASEMENT

SANTA SUSANA CREEK

CONCEPTUAL PLAN

TR 18376 LT 1 M B 895-10/11

METRO R/W

CANOGA AVENUE

MATCH LINE

SEE LEFT TOP SHEET 3 OF 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED C.A.	DATE 09/02/08
DRAWN BY D.K.	DATE 02/12/08
CHECKED S.A.W.	DATE 02/13/08
DATE	02/13/08

Metro

Metropolitan Transportation Authority

ITERIS

707 Wilshire Blvd. Suite 4910
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

WAGNER ENGINEERING & SURVEY, INC.
16633 PARTHENIA STREET SUITE 100 NORTHRIDGE, CA 91343-4552
TEL 818-882-4585 FAX 818-882-6611

CANOGA TRANSPORTATION CORRIDOR
RIGHT OF WAY MAP
SHEET 2 OF 4

CONTRACT NUMBER	PS43701952
DWG. NO.	G-010
REV.	
SCALE	1" = 120'
SHEET NO.	2 OF 4

Feb 13, 2008 M:\ CADD FILE: \\ws\Land Projects 2005\Project\1840-010 Orange Line\dwg\FINAL\11x17 080212 Devonshire Sherman-Way

MATCH LINE SEE BOTTOM RIGHT SHEET 2 OF 4

MATCH LINE

MATCH LINE

MATCH LINE

IDENTICAL

IDENTICAL

IDENTICAL

CANOGA AVENUE

METRO R/W

SANTA SUSANA

LACFCD FLOOD CONTROL CREEK

TR 26521
M B 791-86/87

TR 19807
M B 882-35/37
LT 1

CHASE
M B 742-18/19

M B 829-49/50

TR 28948
M B 823-49/50

P M 2331
BK 61-13

EX MISSION DE SAN FERNANDO

ST.

M B 135-98/99

SW 1/4 SEC 30 T2N R16W

SE 1/4 SEC 30 T2N R16W

NW 1/4 SEC 31 T2N R16W

NE 1/4 SEC 31 T2N R16W

P M 4037
BK 101-21

SCHOENBORN ST.

TR 22726
M B 701-98/07

M B 725-35/37

P M 5169
BK 152-57/58

TR 42412
M B 1019-43/44

ROSCOE BLVD.

TR 26996
M B 1098-53/54

TR 5596
M B 61-44

TR 25794
LT 1
M B 570-22/23

TR 18516
LT 1
M B 330-79

TR 24109
M B 535-69

P M 1055
BK 10-23

P M 2331
BK 35-27

TR 22174
LT 1
M B 595-75/76

TR 21620
M B 551-51/52

STRATHERN ST.

BK 88-44/45

M B 321-57/58

M B 607-29/30

M B 31-75

M B 849-52/53

M B 848-29/30

INGOMAR ST.

TR 19757
M B 758-21/22

TR 1000
SHT 18
M B 19-18

TR 22787
LT 1
M B 624-83/84

KESWICK ST.

P M 5518
BK 150-58/59

TR 18249
M B 725-57/58

TR 1000
SHT 18
M B 19-18

SATICOY

M B 19-15

M B 19-16

M B 19-36

M B 19-35

DEERING AVENUE

STREET

PARTHENIA

ST.

P M 3334
BK 76-31/32

P M 3230
BK 59-83/84

TR 29948
M B 829-49/50

P M 3166
BK 66-32/33

TR 34331
M B 919-27/28

TR 9530
M B 135-98/99

BRYANT

M B 135-98/99

95

98/99

CONCEPTUAL PLAN

MATCH LINE

MATCH LINE

SEE LEFT TOP SHEET 4 OF 4

RIGHT OF WAY HAS BEEN ESTABLISHED PER PUBLIC WEB SITE INFORMATION (NAVIGATELA) .
NO TITLE DOCUMENTS, LEASE DESCRIPTIONS OR STREET EASEMENTS WERE PROVIDED FOR THIS PHASE.

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED C.A.	DATE 09/02/08
DRAWN BY D.K.	DATE 02/12/08
CHECKED S.A.W.	DATE 02/13/08
DATE	02/13/08

Metro

Metropolitan Transportation Authority

ITERIS

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 489-0340
Fax: (213) 489-9440

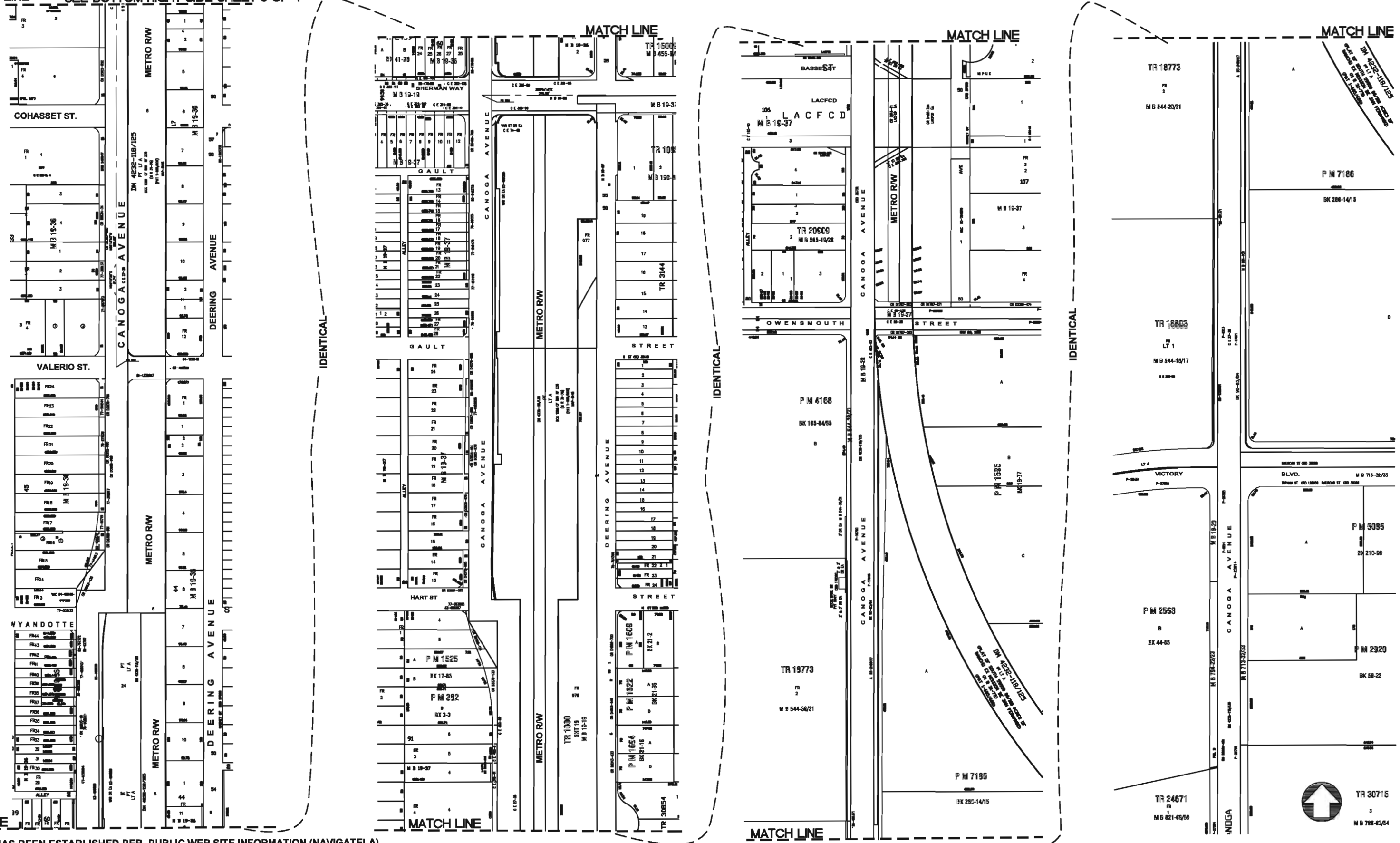
WAGNER ENGINEERING & SURVEY, INC
19533 PARTHENIA STREET SUITE 100 NORTHRIDGE, CA 91343-4552
TEL 818-882-0585 FAX 818-882-0811

CANOGA TRANSPORTATION CORRIDOR
RIGHT OF WAY MAP
SHEET 3 OF 4

CONTRACT NUMBER PS43701952
DWG. NO. G-011 REV.
SCALE 1" = 120'
SHEET NO. 3 OF 4

Feb 13, 2008 M:\CADD FILE \\Wsfs\land Projects 2005\Project\1640-010 Orange Line\dgn\CNA\11x17_080212 Decorative_Sherman_wy .dgn

MATCH LINE SEE BOTTOM RIGHT SIDE SHEET 3 OF 4



RIGHT OF WAY HAS BEEN ESTABLISHED PER PUBLIC WEB SITE INFORMATION (NAVIGATELA) .
NO TITLE DOCUMENTS, LEASE DESCRIPTIONS OR STREET EASEMENTS WERE PROVIDED FOR THIS PHASE.

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED C.A.	DATE 09/02/08	
DRAWN BY D.K.	DATE 02/12/08	
CHECKED S.A.W.	DATE 02/13/08	
DATE 02/13/08		

Metro Metropolitan Transportation Authority

ITERIS

WAGNER ENGINEERING & SURVEY, INC

CANOGA TRANSPORTATION CORRIDOR
RIGHT OF WAY MAP
SHEET 4 OF 4

CONTRACT NUMBER	PS43701952
DWG. NO.	G-012
REV.	
SCALE	1" =120'
SHEET NO.	4 OF 4

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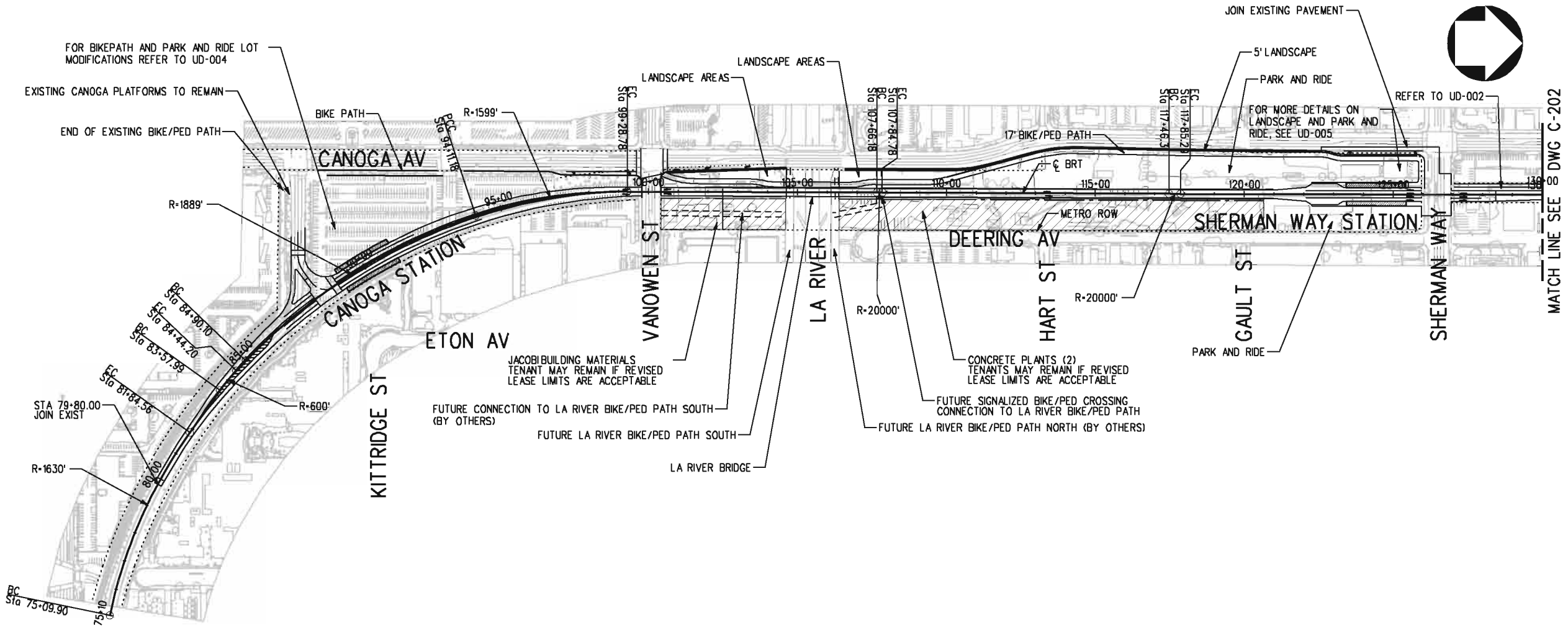
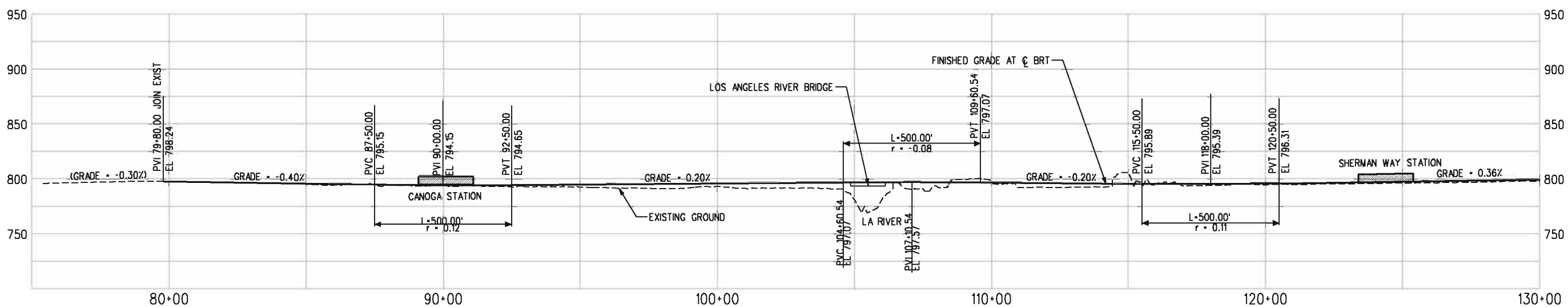


PLAN



PROFILE

HORIZONTAL GRAPHIC SCALE (FOR FULL SIZE ONLY) 200' 0 200' 400'

VERTICAL GRAPHIC SCALE (FOR FULL SIZE ONLY) 50' 0 50' 100'

CONCEPTUAL PLAN OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED JS 02/12/08
DRAWN BY JS 02/12/08
CHECKED LM 02/13/08
DATE 02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS 707 Wilshire Blvd, Suite 4810, Los Angeles, CA 90017-3610, Phone: (213) 488-0346, Fax: (213) 488-9440

DMJM HARRIS | AECOM 515 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA 90017, TEL (213) 593-8300, FAX (213) 593-8822

CANOGA TRANSPORTATION CORRIDOR

PLAN & PROFILE STA 70+50 TO STA 130+00 SHEET 1 OF 5

CONTRACT NUMBER PS4370l952
DWG. NO. C-201 REV.
SCALE HORIZ. 1"=200' VERT. 1"=50'
SHEET NO.

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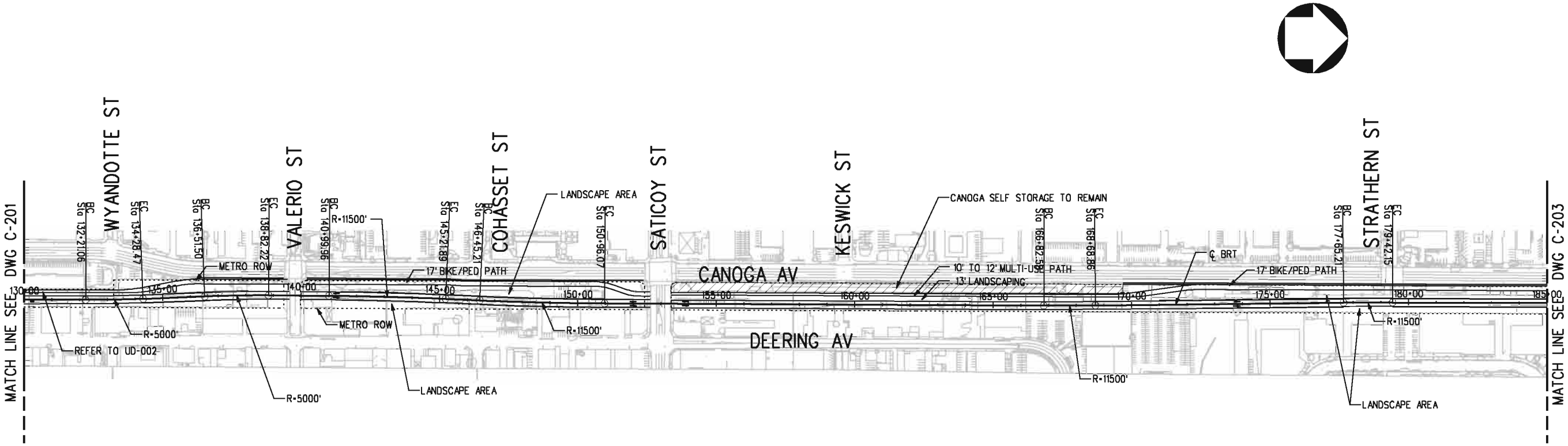

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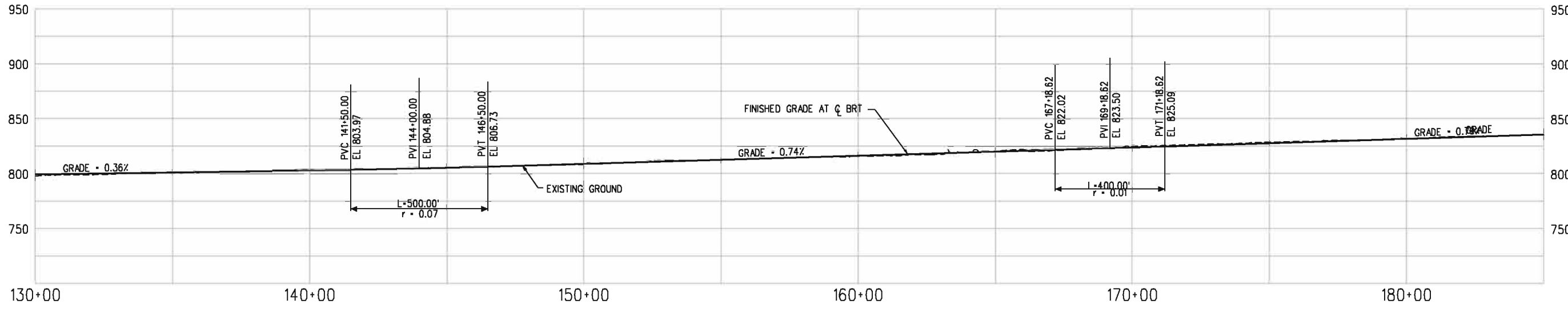

PROFILE

HORIZONTAL GRAPHIC SCALE (FOR FULL SIZE ONLY): 200' 0 200' 400'

VERTICAL GRAPHIC SCALE (FOR FULL SIZE ONLY): 50' 0 50' 100'

CONCEPTUAL PLAN OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED JS 02/12/08
DRAWN BY JS 02/12/08
CHECKED LM 02/13/08
DATE 02/18/08

Metro — LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS — 757 Wilshire Blvd, Suite 4810, Los Angeles, CA 90017-3810, Phone: (213) 488-0345, Fax: (213) 488-9440

DMJM HARRIS | AECOM — 515 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA 90017, TEL (213) 593-8200, FAX (213) 593-8622

CANOGA TRANSPORTATION CORRIDOR

PLAN & PROFILE STA 130+00 TO STA 180+50 SHEET 2 OF 5

CONTRACT NUMBER PS4370I952
DWG. NO. C-202 REV.
SCALE HORIZ. 1"=200' VERT. 1"=50'
SHEET NO.

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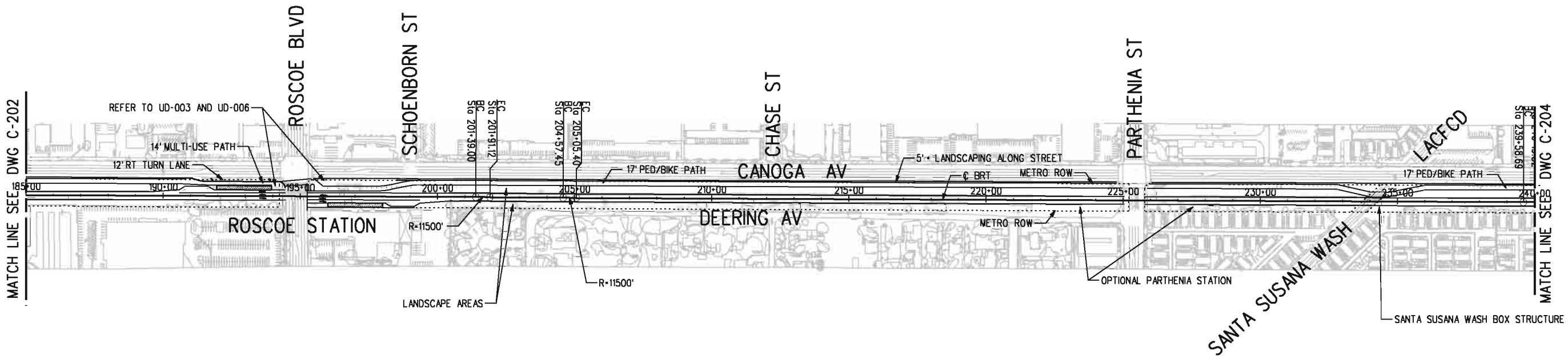
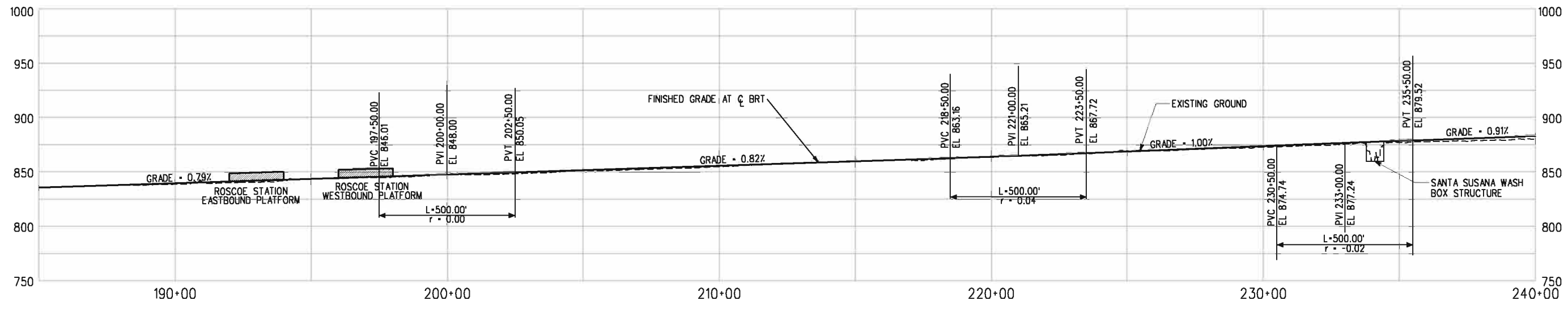


PLAN



PROFILE

HORIZONTAL GRAPHIC SCALE (FOR FULL SIZE ONLY) 200' 0 200' 400'

VERTICAL GRAPHIC SCALE (FOR FULL SIZE ONLY) 50' 0 50' 100'

CONCEPTUAL PLAN OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED JS	DATE 02/12/08	
DRAWN BY JS	DATE 02/12/08	
CHECKED JM	DATE 02/13/08	
DATE 02/18/08		

Metro — LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS — 767 Mariolo Blvd, Suite 4810, Los Angeles, CA 90017-3810, Phone: (213) 488-0345, Fax: (213) 488-9440

DMJM HARRIS | AECOM — 515 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA 90017, TEL (213) 593-8200, FAX (213) 593-8622

CANOGA TRANSPORTATION CORRIDOR

PLAN & PROFILE STA 180+50 TO STA 240+00 SHEET 3 OF 5

CONTRACT NUMBER PS4370I952

DWG. NO. C-203 REV.

SCALE HORIZ. 1"=200' VERT. 1"=50'

SHEET NO.

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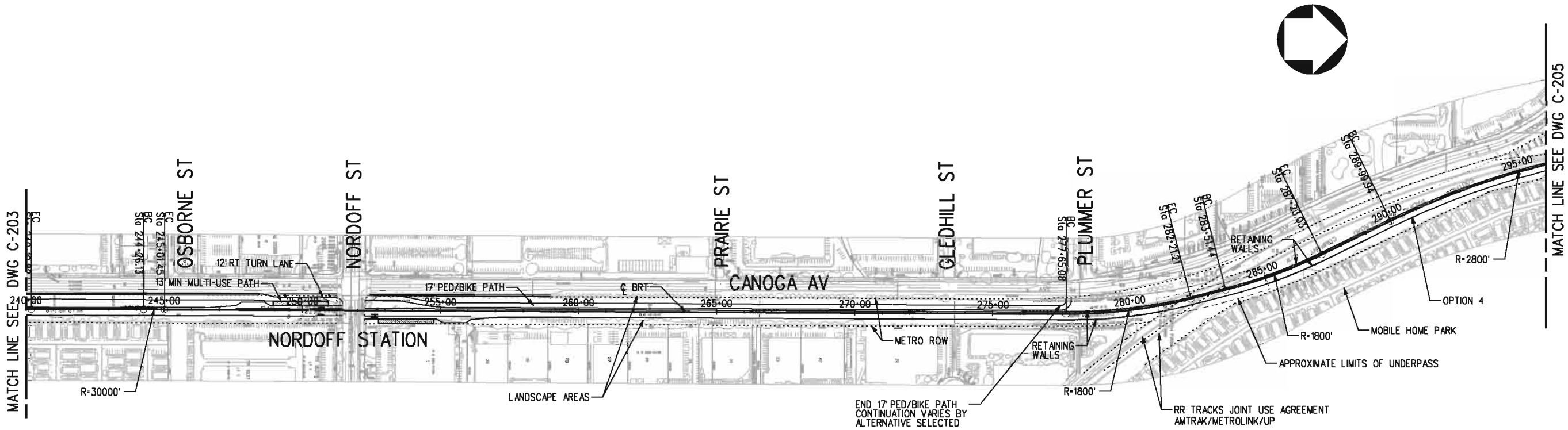
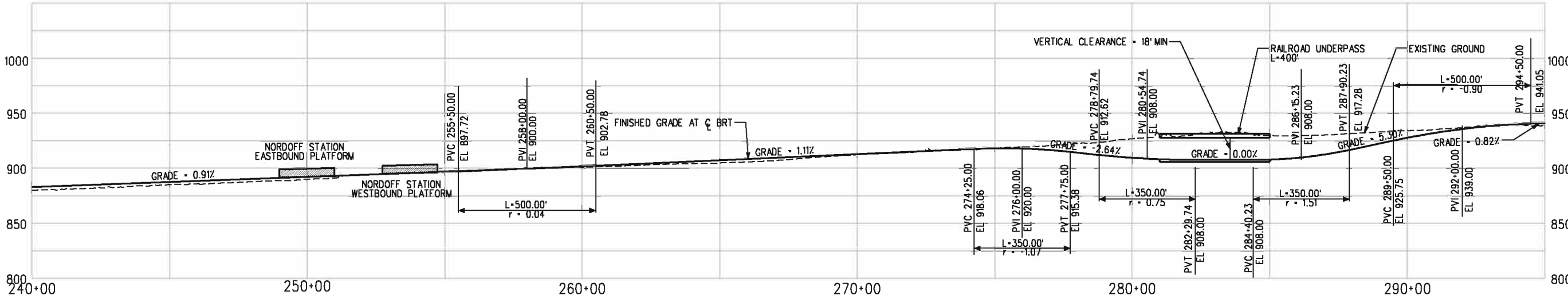


PLAN



PROFILE

HORIZONTAL GRAPHIC SCALE (FOR FULL SIZE ONLY)
200' 0 200' 400'

VERTICAL GRAPHIC SCALE (FOR FULL SIZE ONLY)
50' 0 50' 100'

CONCEPTUAL PLAN OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED JS 02/12/08
DRAWN BY JS 02/12/08
CHECKED LM 02/13/08
DATE 02/18/08

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS
707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

DMJM HARRIS | AECOM
515 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90017
TEL (213) 593-8200
FAX (213) 593-8622

CANOGA TRANSPORTATION CORRIDOR
PLAN & PROFILE
STA 240+50 TO STA 290+50
SHEET 4 OF 5

CONTRACT NUMBER PS4370l952
DWG. NO. C-204 REV.
SCALE HORIZ. 1"=200' VERT. 1"=50'
SHEET NO.

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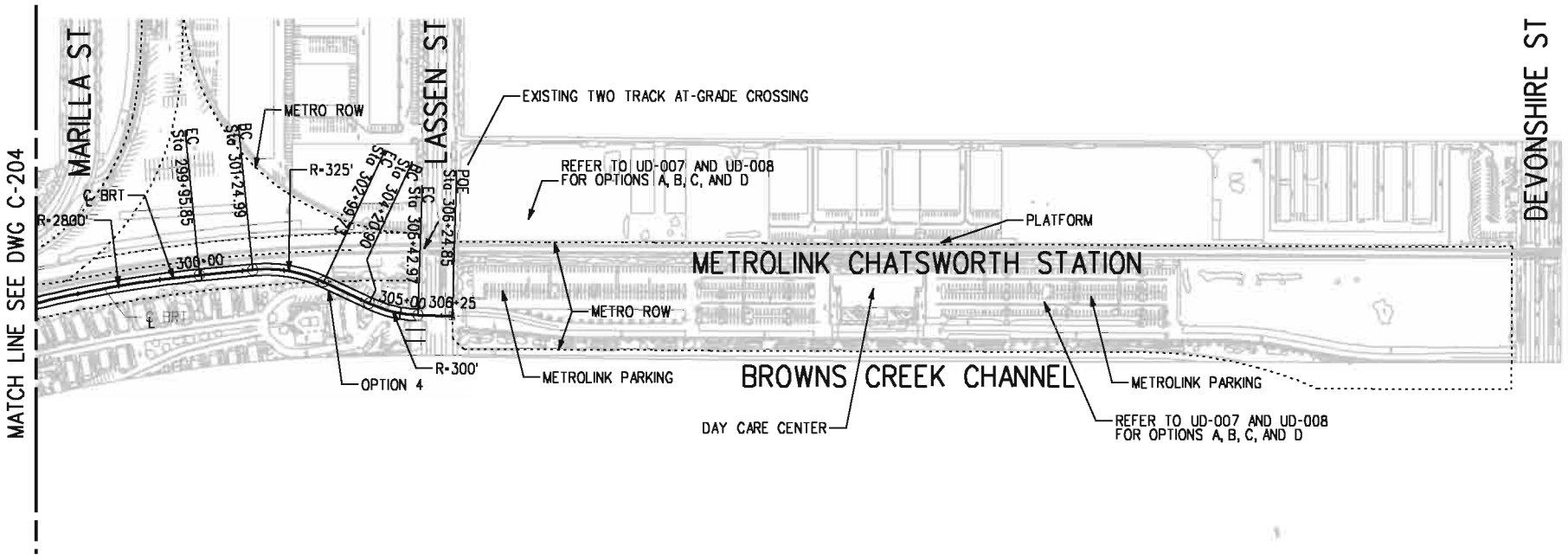

PLAN

PROFILE

HORIZONTAL GRAPHIC SCALE (FOR FULL SIZE ONLY): 200' 0 200' 400'

VERTICAL GRAPHIC SCALE (FOR FULL SIZE ONLY): 50' 0 50' 100'

CONCEPTUAL PLAN
OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED JS	DATE 02/12/08	
DRAWN BY JS	DATE 02/12/08	
CHECKED LM	DATE 02/13/08	
DATE 02/18/08		

Metro — LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS — 767 Mariva Blvd, Suite 4810, Los Angeles, CA 90017-3810, Phone: (213) 488-0345, Fax: (213) 488-0440

DMJM HARRIS | AECOM — 515 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA 90071, TEL (213) 593-8200, FAX (213) 593-8622

CANOGA TRANSPORTATION CORRIDOR

PLAN & PROFILE STA 290+50 TO STA 310+00 SHEET 5 OF 5

CONTRACT NUMBER PS4370I952

DWG. NO. C-205 REV.

SCALE HORIZ. 1"=200' VERT. 1"=50'

SHEET NO.

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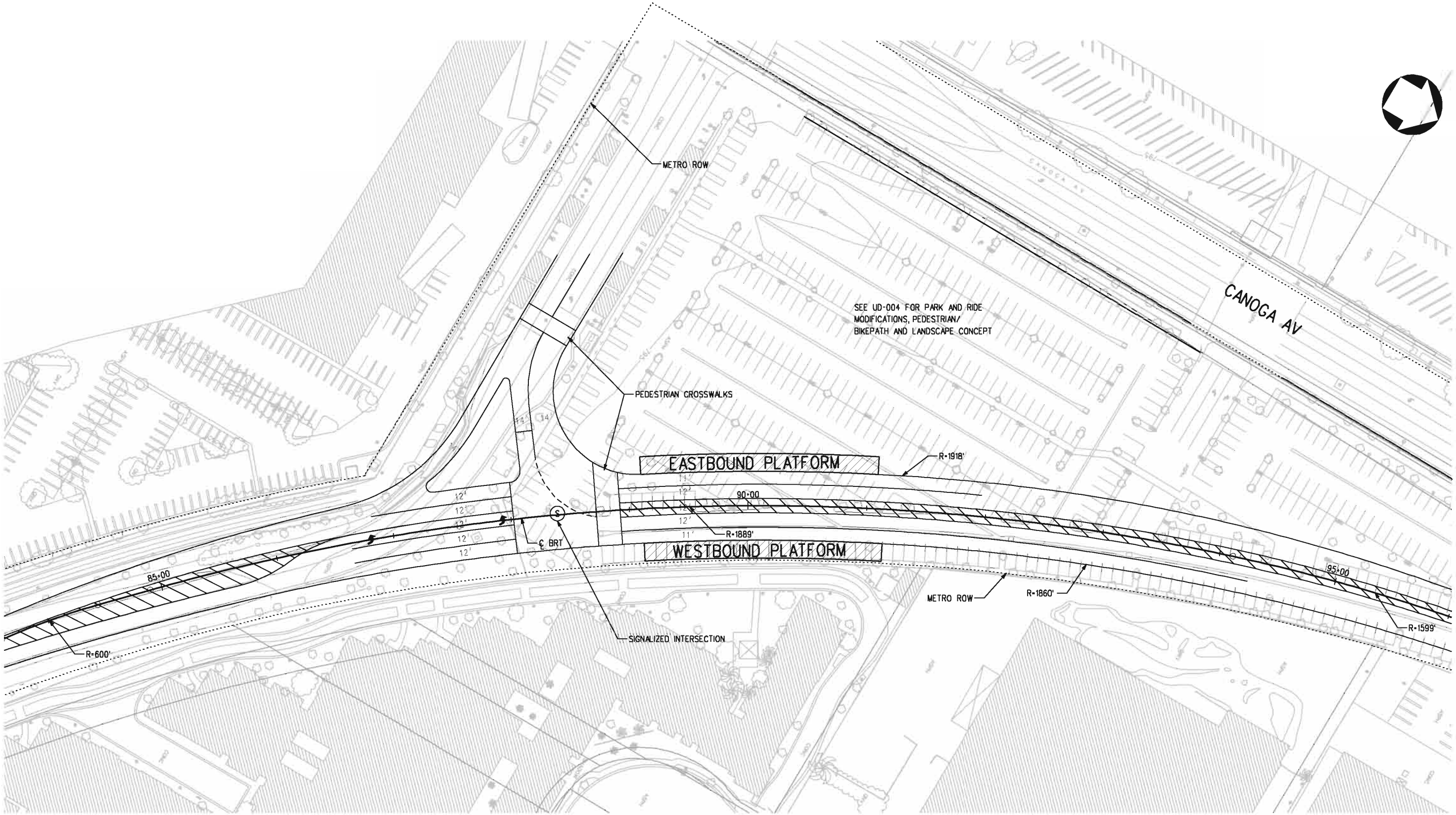

CONCEPTUAL PLAN OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	JS	02/12/08
DRAWN BY	JS	02/12/08
CHECKED	LM	02/13/08
DATE		02/18/08

Metro — LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS — 707 Wilshire Blvd, Suite 4810, Los Angeles, CA 90017-3410, Phone: (213) 488-0345, Fax: (213) 488-9440

DMJM HARRIS | AECOM — 515 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA 900, TEL (213) 593-8200, FAX (213) 593-8622

CANOGA TRANSPORTATION CORRIDOR

CANOGA STATION

CONTRACT NUMBER PS43701952

DWG. NO. C-301 REV.

SCALE 1"=40'

SHEET NO.

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CANOGA AV

METRO ROW

17' BIKE/PED WAY

REFER TO UD-005 FOR PARK AND RIDE, AND LANDSCAPE CONCEPTS

3' SHOULDER

28'

120+00

EASTBOUND PLATFORM

PCC CURB

MAINTENANCE PULLOUTS

11'

12'

125+00

12'

11'

WESTBOUND PLATFORM

PROPOSED LEASE LIMIT

3' SHOULDER

BRT SIGNAL

METRO ROW

DEERING AV

GAULT ST

SHERMAN WAY

SHOPPING CENTER

BIKE/PED CROSSING

10' MULTI-USE PATH

PCC CURB AND GUTTER

10'

METRO ROW

130+00

14'

12'

11'

℄ BRT

VAR.

150' PCC

METRO ROW

40' 0 40' 80'

GRAPHIC SCALE
(FOR FULL SIZE ONLY)

CONCEPTUAL PLAN
OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED JS DATE 02/12/08
DRAWN BY JS DATE 02/12/08
CHECKED LM DATE 02/13/08
DATE 02/18/08

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS
767 Wilshire Blvd. Suite 4810
Los Angeles, CA 90017-3510
Phone: (213) 488-0346
Fax: (213) 488-0440

DMJM HARRIS | AECOM
515 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90
TEL (213) 593-8200
FAX (213) 593-8822

CANOGA TRANSPORTATION CORRIDOR

SHERMAN WAY STATION

CONTRACT NUMBER PS4370[illegible]

DWG. NO. C-302 REV.

SCALE 1"=40'

SHEET NO.

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ROSCOE BLVD

SCHOENBORN ST

CANOGA AV

REFER TO UD-006 FOR BIKE RACK AND LOCKERS

BIKE/PED CROSSING

METRO ROW

3' SHLD

12' RT. TURN

14' +- MULTI-USE PATH

EASTBOUND PLATFORM

190+00

195+00

200+00

11'

12'

14'

17' BIKE/PED PATH

℄ BRT

3' SHOULDER

WESTBOUND PLATFORM

PCC CURB AND PAVEMENT

BRT SIGNAL

PCC CURB AND PAVEMENT

METRO ROW

40' 0 40' 80'

GRAPHIC SCALE
(FOR FULL SIZE ONLY)

CONCEPTUAL PLAN OF BUSWAY - ALTERNATIVE 4

REV	DATE	BY	APP.	DESCRIPTION

DESIGNED JS	DATE 02/12/08
DRAWN BY JS	DATE 02/12/08
CHECKED LM	DATE 02/13/08
DATE	02/18/08

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS
707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0346
Fax: (213) 488-0440

DMJM HARRIS | AECOM
515 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90017
TEL (213) 593-8200
FAX (213) 593-8632

CANOGA TRANSPORTATION CORRIDOR

ROSCOE STATION

CONTRACT NUMBER 65412/01052
DWG. NO. C-303
REV.
SCALE 1"=40'
SHEET NO.

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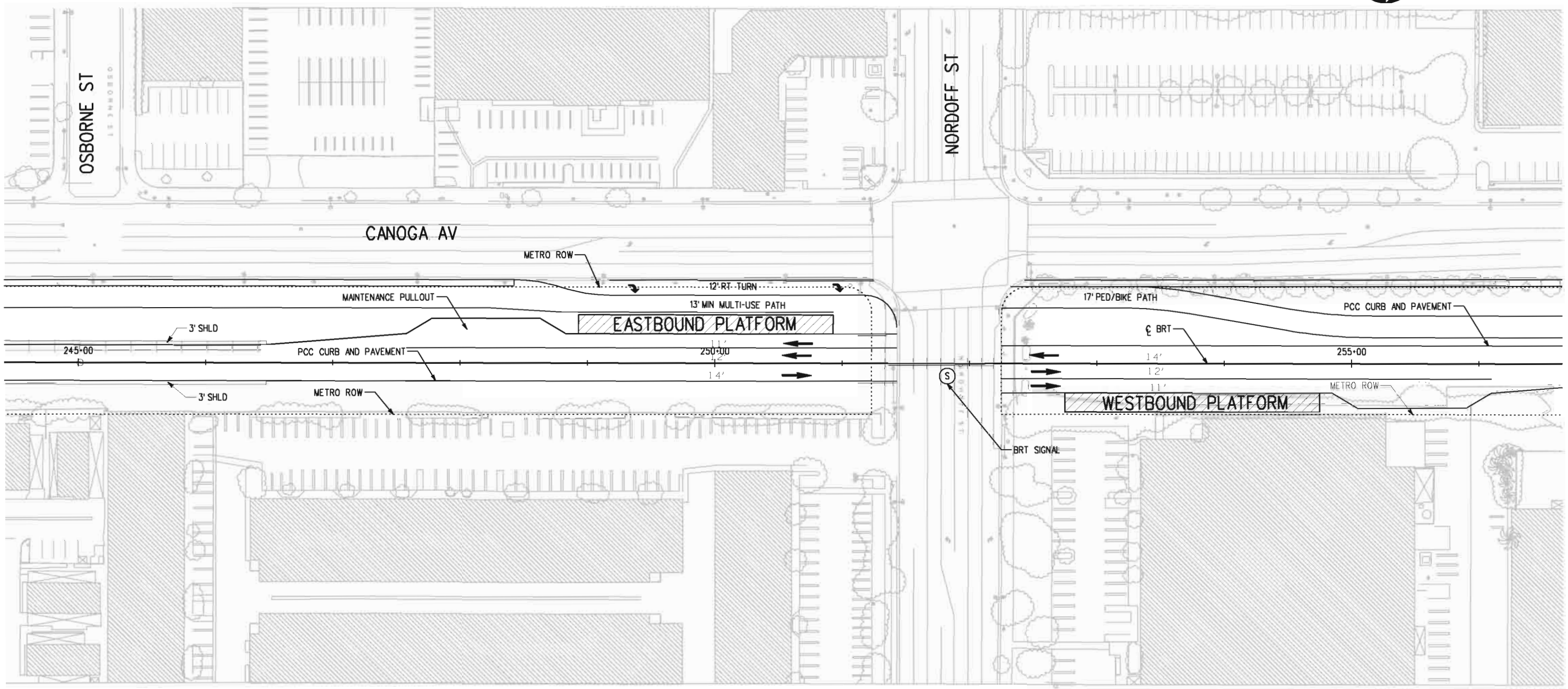

40' 0 40' 80'

GRAPHIC SCALE
(FOR FULL SIZE ONLY)

CONCEPTUAL PLAN
OF BUSWAY - ALTERNATIVE 4

REV	DATE	BY	APP.	DESCRIPTION

DESIGNED JS	DATE 02/12/08
DRAWN BY JS	DATE 02/12/08
CHECKED LM	DATE 02/13/08
DATE	02/18/08

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS
707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-0440

DMJM HARRIS | AECOM
515 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90017
TEL (213) 593-8200
FAX (213) 593-8822

CANOGA TRANSPORTATION CORRIDOR

NORDHOFF STATION

CONTRACT NUMBER PS4370L952

DWG. No. C-304

SCALE 1"=40'

SHEET No.

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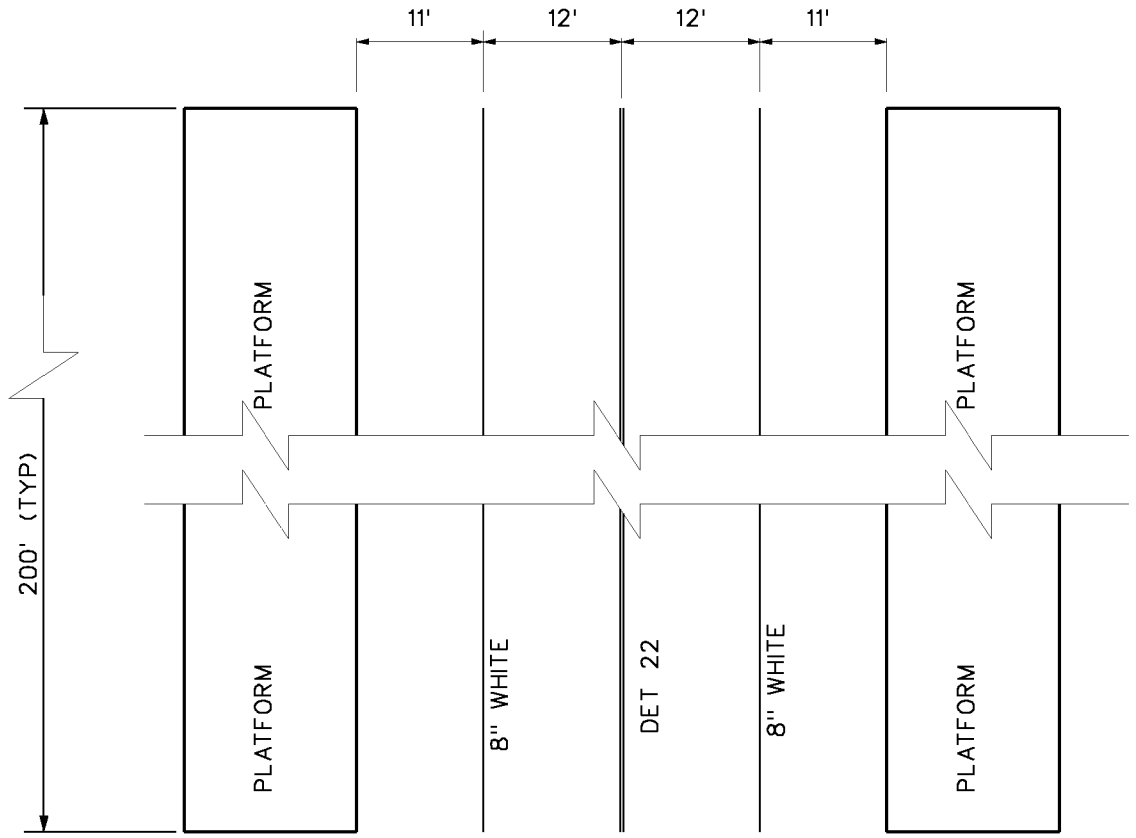
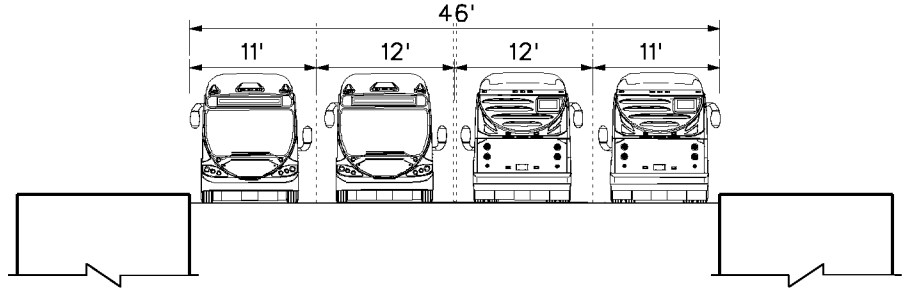
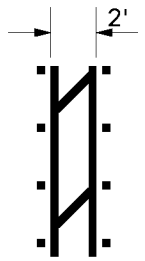


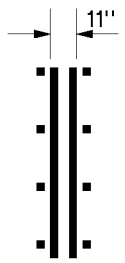
PLAN



SECTION AT STATIONS

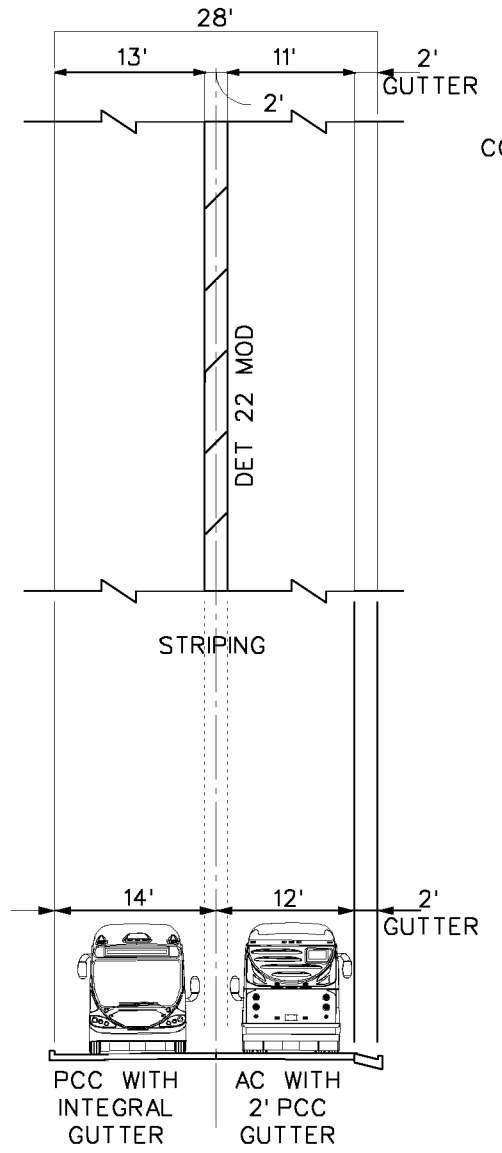


DET 22 MOD
4" YELLOW
16" GAP
4" YELLOW
W/ REFLECTORS
4" DIAGONAL

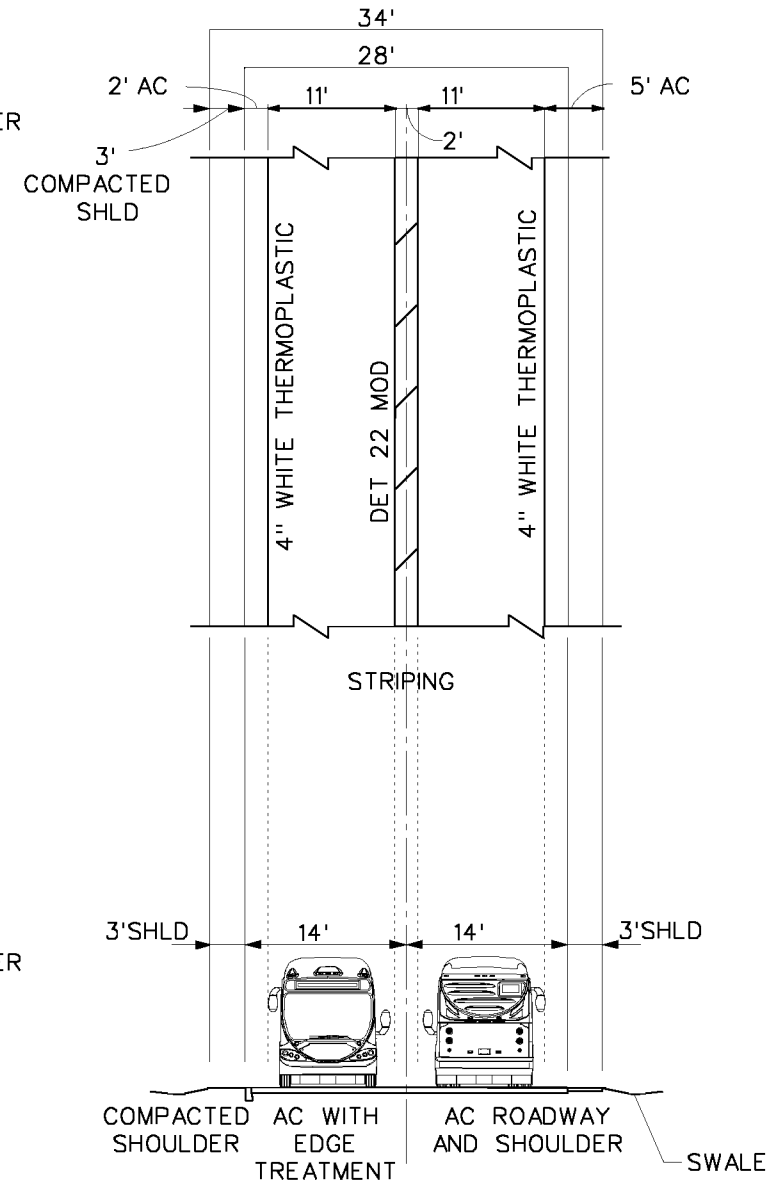


DET 22 STD
4" YELLOW
3" GAP
4" YELLOW
W/ REFLECTORS

STRIPING DETAIL



SECTION
ON BRT WITH CURB & GUTTER
NOMINAL LANE WIDTH IS 14'



SECTION
ON BRT WITHOUT CURB & GUTTER
NOMINAL LANE WIDTH IS 12'

SECTIONS ALONG GUIDEWAY

NOTES:

1) USE OF AC SHOULDER, COMPACTED SHOULDER OR CURB DEPENDS ON SITE CONDITIONS AND HORIZONTAL CLEARANCES.

2) SECTIONS AT STATIONS ARE PER BRT DESIGN CRITERIA.

3) LANE TRANSITIONS TO STATION AREA FOLLOW BRT DESIGN CRITERIA UNLESS OTHERWISE NOTED.

CONCEPTUAL PLAN
OF BUSWAY - ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED JS 02/12/08
DRAWN BY JS 02/12/08
CHECKED LM 02/13/08
DATE 02/18/08

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS
707 Wilshire Blvd, Suite 4910
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

DMJM HARRIS | AECOM
515 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90017
TEL (213) 593-8200
FAX (213) 593-8822

CANOGA TRANSPORTATION CORRIDOR
TYPICAL SECTIONS
BRT GUIDEWAY AND STATION

CONTRACT NUMBER PS43701952
DWG. NO. X-001
REV.
SCALE NTS
SHEET NO.

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Busway

Blvd

11' 10' 10' 10' 21'

BUS COMING
LED SIGN

PED/BIKE PATH

Canoga

Avenue

PED/BIKE PATH

VAR. 14'

14'

12' 12' 10' 10' 10' 22'

12' 12' 10' 10' 10' 18'

CANOGA AV

11' 10' 10' 10' 10' 11'

Vanowen

*EXISTING SIGNAL TO BE MODIFIED.

1. BRT SIGNAL OPERATION SIMILAR TO EXISTING BRT SIGNAL AT DE SOTO AND VICTORY.

2. PHOTO ENFORCEMENT SYSTEM TO BE INSTALLED AT ALL NEW BUSWAY SIGNALS

CONCEPTUAL PLAN

1"=20' ORIGINAL MAP SCALE 1"=40'

20 10 0 20 40 80 80 100 FEET
40 20 0 40 80 120 160 200 FEET

Feb 14, 2008 MJ CADD FILE: M:\2007\07-1843 Northern Canoga Extension - Orangeline\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg

REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED I. SALVATIERRA	02/08
DRAWN BY I. SALVATIERRA	02/08
CHECKED K. DERDERIAN	02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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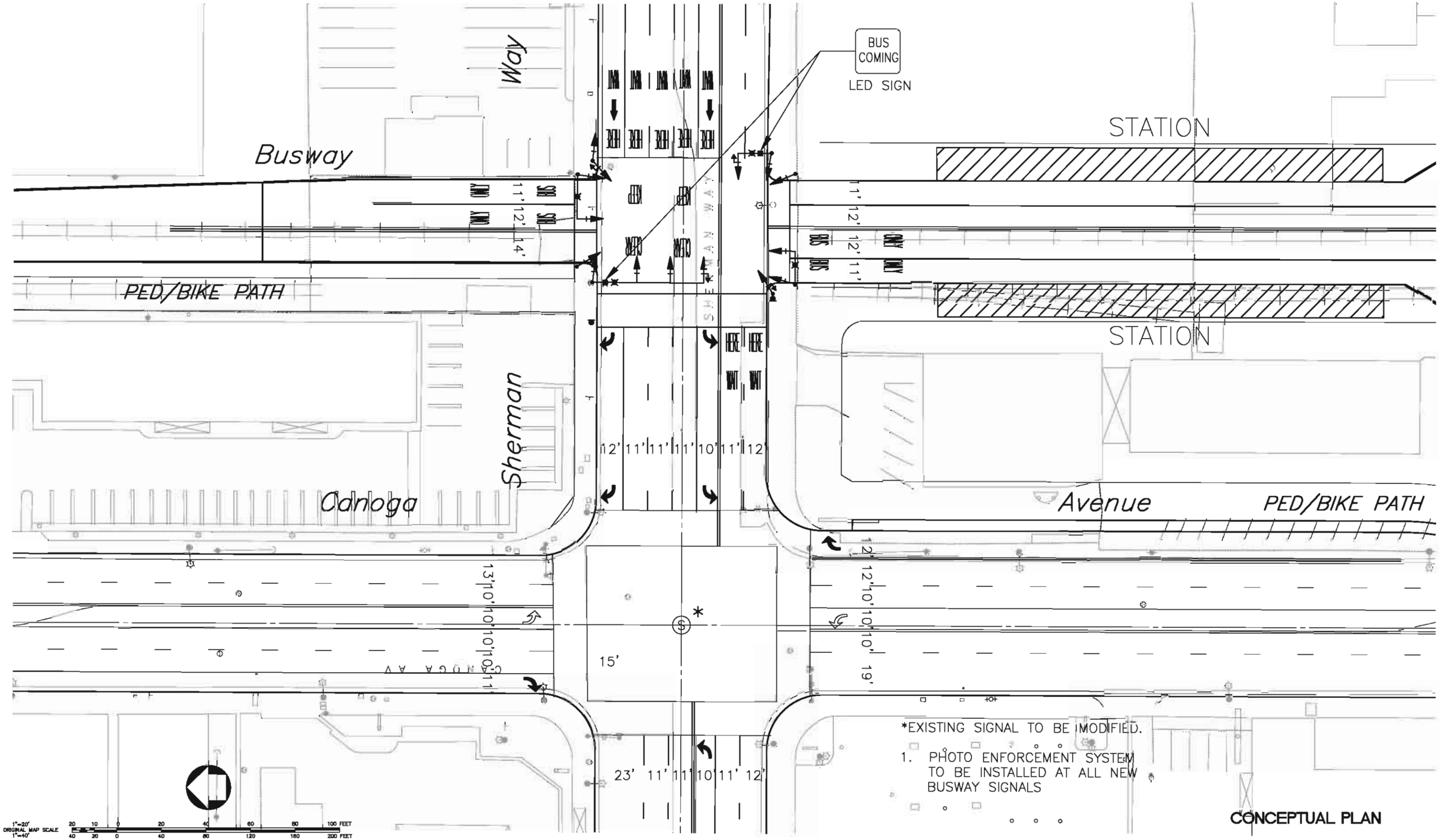
707 Wilshire Blvd, Suite 4310
Los Angeles, CA 90017-3610
Phone: (213) 488-2348
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
CANOGA AVENUE
AT VANOWEN BLVD

CONTRACT NUMBER PS43701952
DWG. NO. TB-001
REV.
SCALE 1" = 40'
SHEET NO.



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REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED: L. SALVATIERRA	02/08
DRAWN BY: L. SALVATIERRA	02/08
CHECKED: K. DERDERIAN	02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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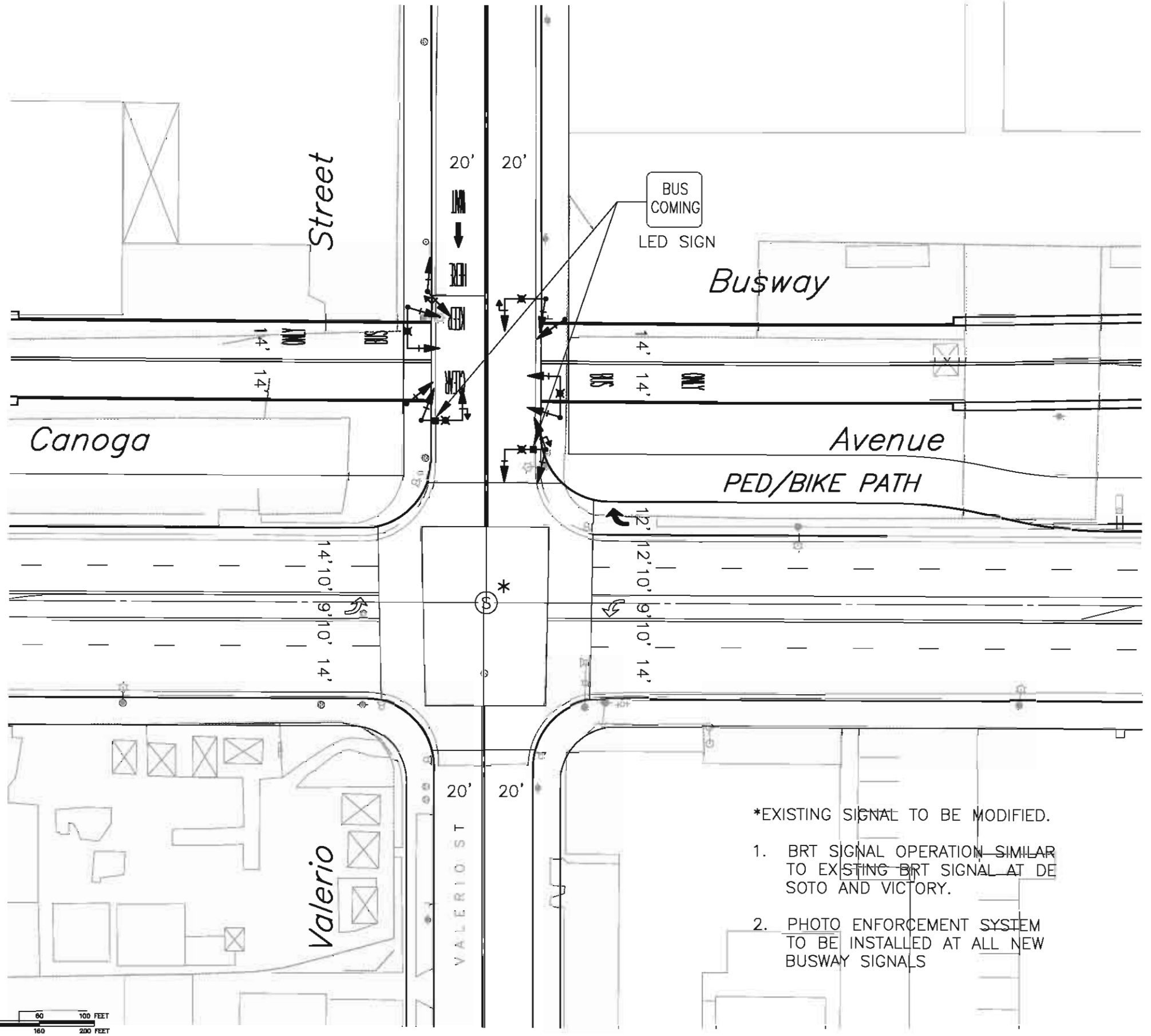
CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
CANOGA AVENUE AT SHERMAN WAY

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-002
REV.	
SCALE	1" = 40'
SHEET NO.	



1"=20' ORIGINAL MAP SCALE 1"=40'

20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

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707 Wilshire Blvd., Suite 4315
Los Angeles, CA 90017-3610
Phone: (213) 488-2343
Fax: (213) 688-9410

CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
CANOGA AVENUE
AT VALERIO STREET

CONTRACT NUMBER	PS4370952
DWG. NO.	TB-003
REV.	
SCALE	1" = 40'
SHEET NO.	

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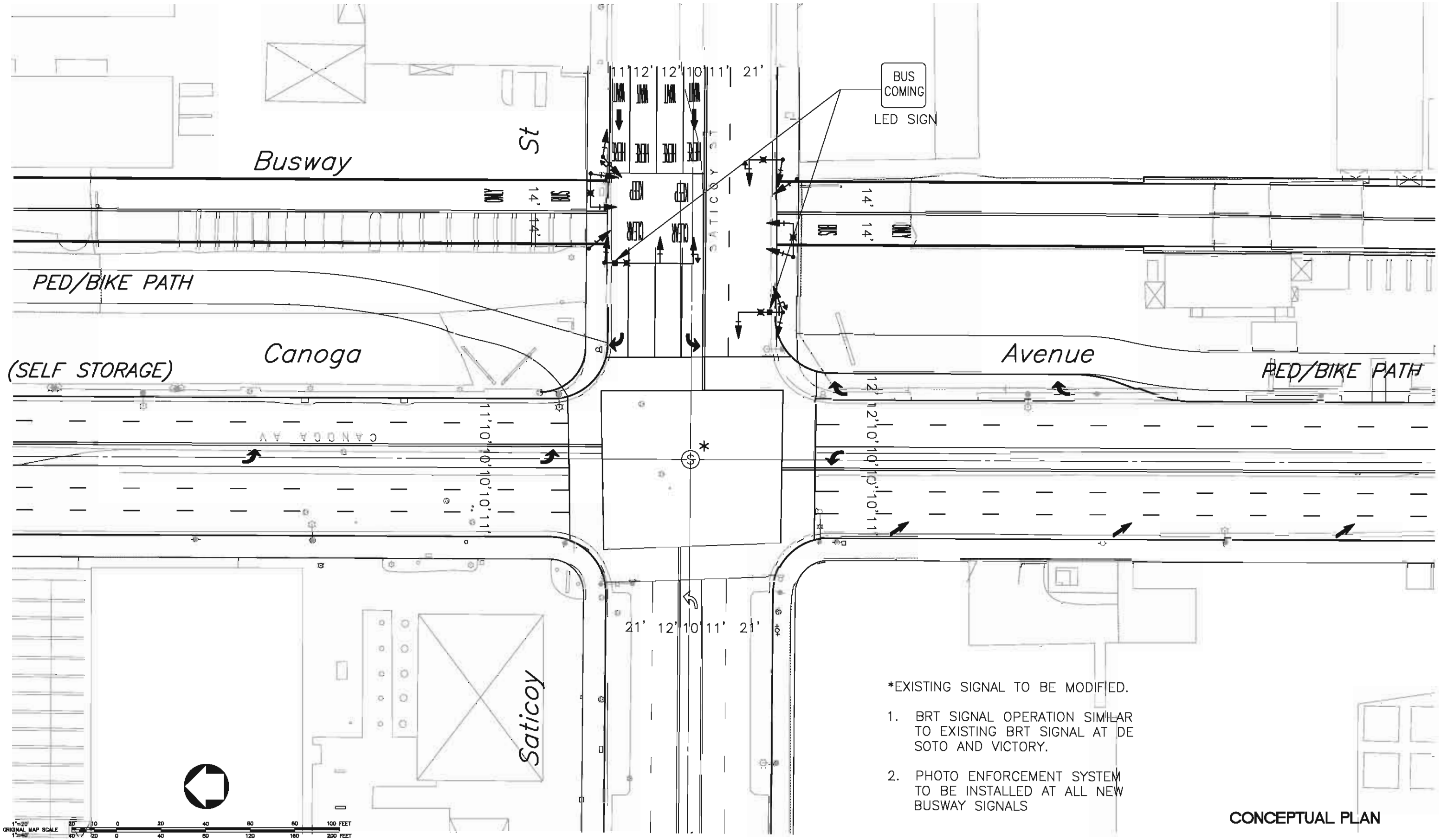

*EXISTING SIGNAL TO BE MODIFIED.

1. BRT SIGNAL OPERATION SIMILAR TO EXISTING BRT SIGNAL AT DE SOTO AND VICTORY.
2. PHOTO ENFORCEMENT SYSTEM TO BE INSTALLED AT ALL NEW BUSWAY SIGNALS

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/06
DRAWN BY I. SALVATIERRA	DATE 02/06
CHECKED K. DERDERIAN	DATE 02/06
DATE 02/18/06	

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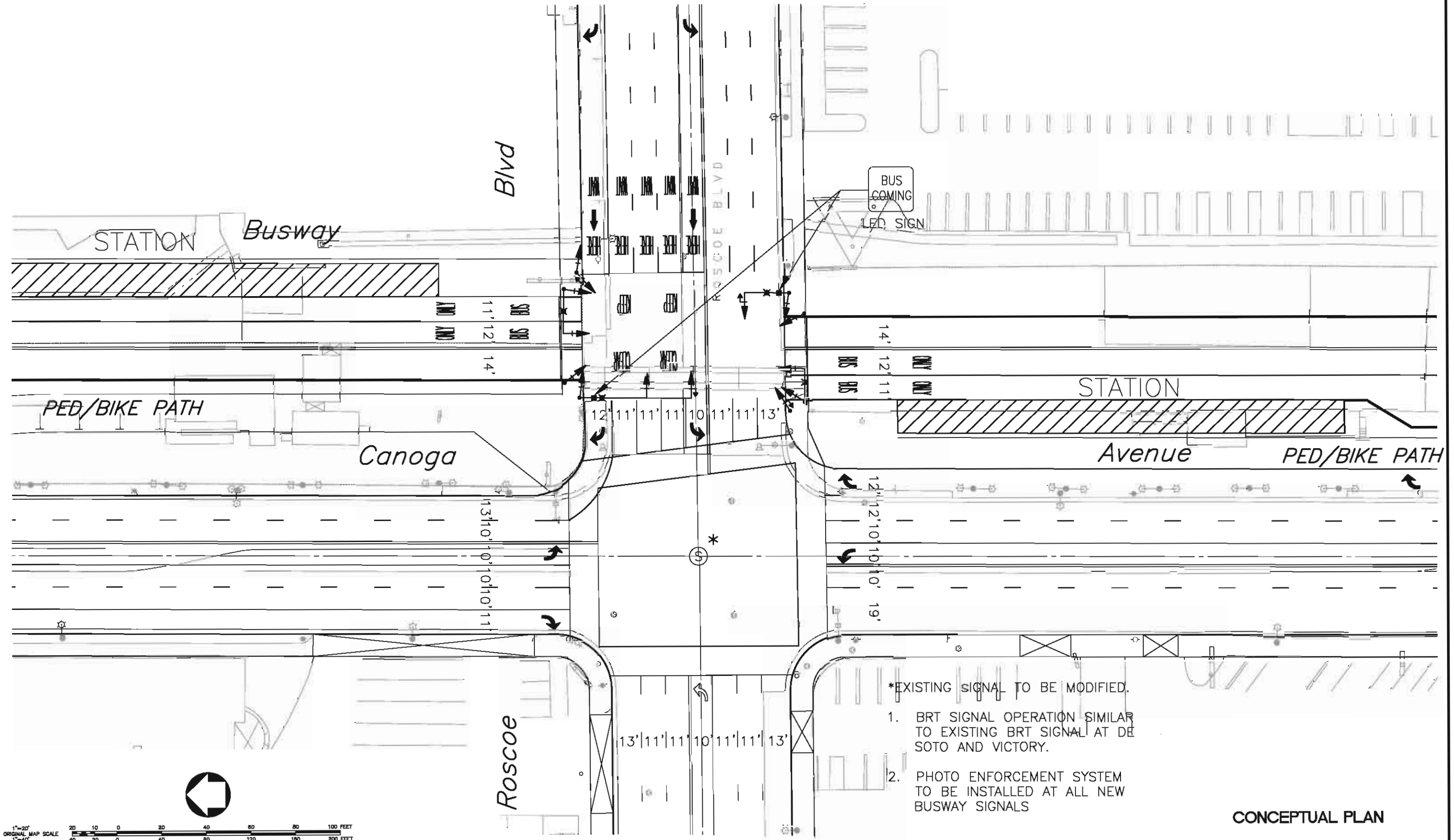
CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
CANOGA AVENUE
AT SATICOY ST

CONTRACT NUMBER PS43701952
DWG. NO. TB-004 REV.
SCALE 1" = 40'
SHEET NO.

Feb. 18, 2008 M:\ CADD FILE: M:\2007\J07-1843 Northern Canoga Extension - Orangeline\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg



*EXISTING SIGNAL TO BE MODIFIED.

1. BRT SIGNAL OPERATION SIMILAR TO EXISTING BRT SIGNAL AT DE SOTO AND VICTORY.
2. PHOTO ENFORCEMENT SYSTEM TO BE INSTALLED AT ALL NEW BUSWAY SIGNALS

CONCEPTUAL PLAN

1"=20' ORIGINAL MAP SCALE 1"=40'
20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED L. SALVATIERRA	DATE 02/08
DRAWN BY L. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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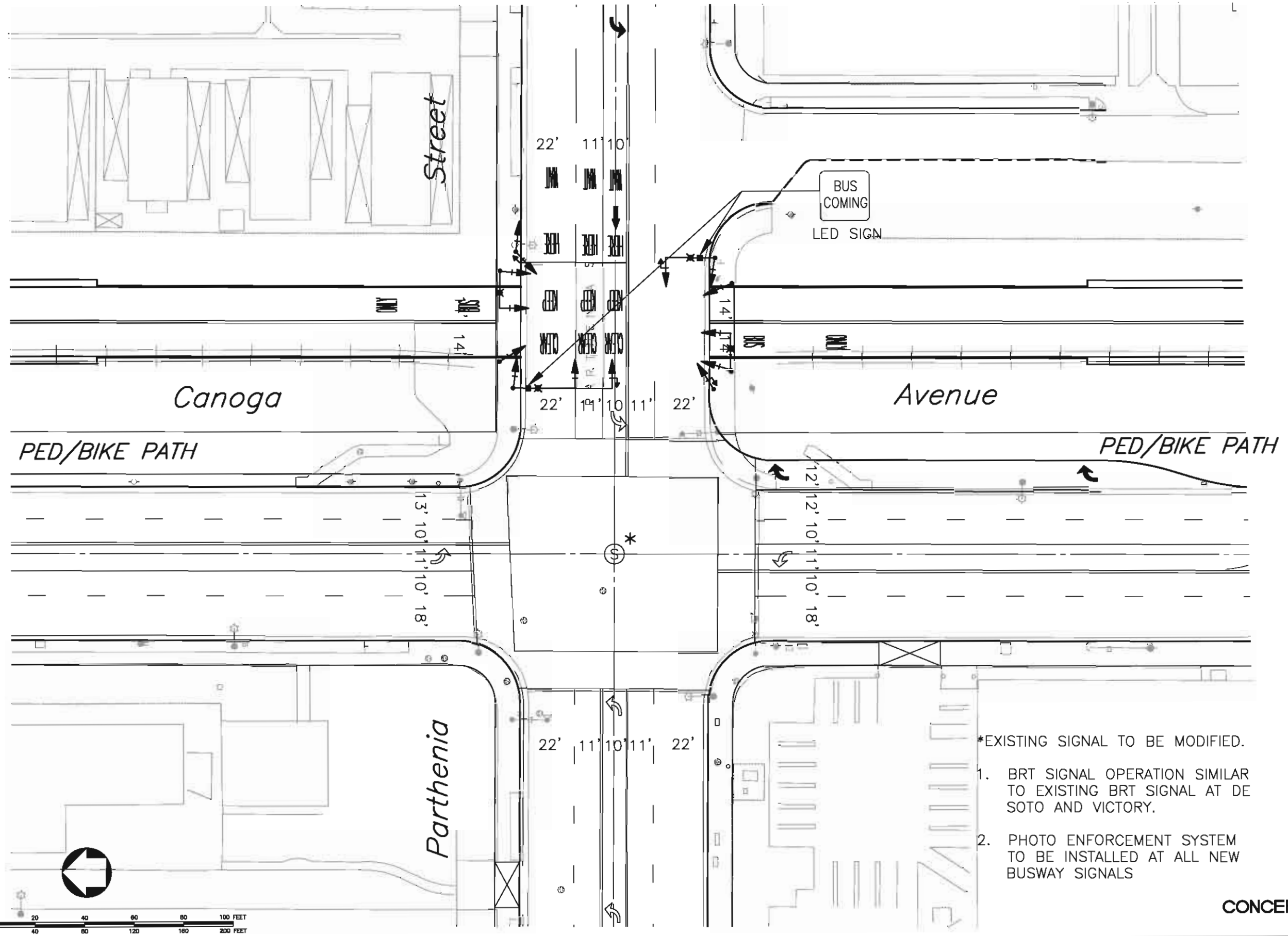
CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
CANOGA AVENUE
AT ROSCOE BLVD

CONTRACT NUMBER PS43701952
DWG. NO. TB-005 REV.
SCALE 1" = 40'
SHEET NO.

Feb 14, 2008 M:\ CADD FILES: M\2007\J07-1843 Northern Canoga Extension — Orangeline\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg



*EXISTING SIGNAL TO BE MODIFIED.

1. BRT SIGNAL OPERATION SIMILAR TO EXISTING BRT SIGNAL AT DE SOTO AND VICTORY.
2. PHOTO ENFORCEMENT SYSTEM TO BE INSTALLED AT ALL NEW BUSWAY SIGNALS

CONCEPTUAL PLAN

1"=20' ORIGINAL MAP SCALE 1"=40'

20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

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CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
CANOGA AVENUE
AT PARTHENIA STREET

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-006
REV.	
SCALE	1" = 40'
SHEET NO.	

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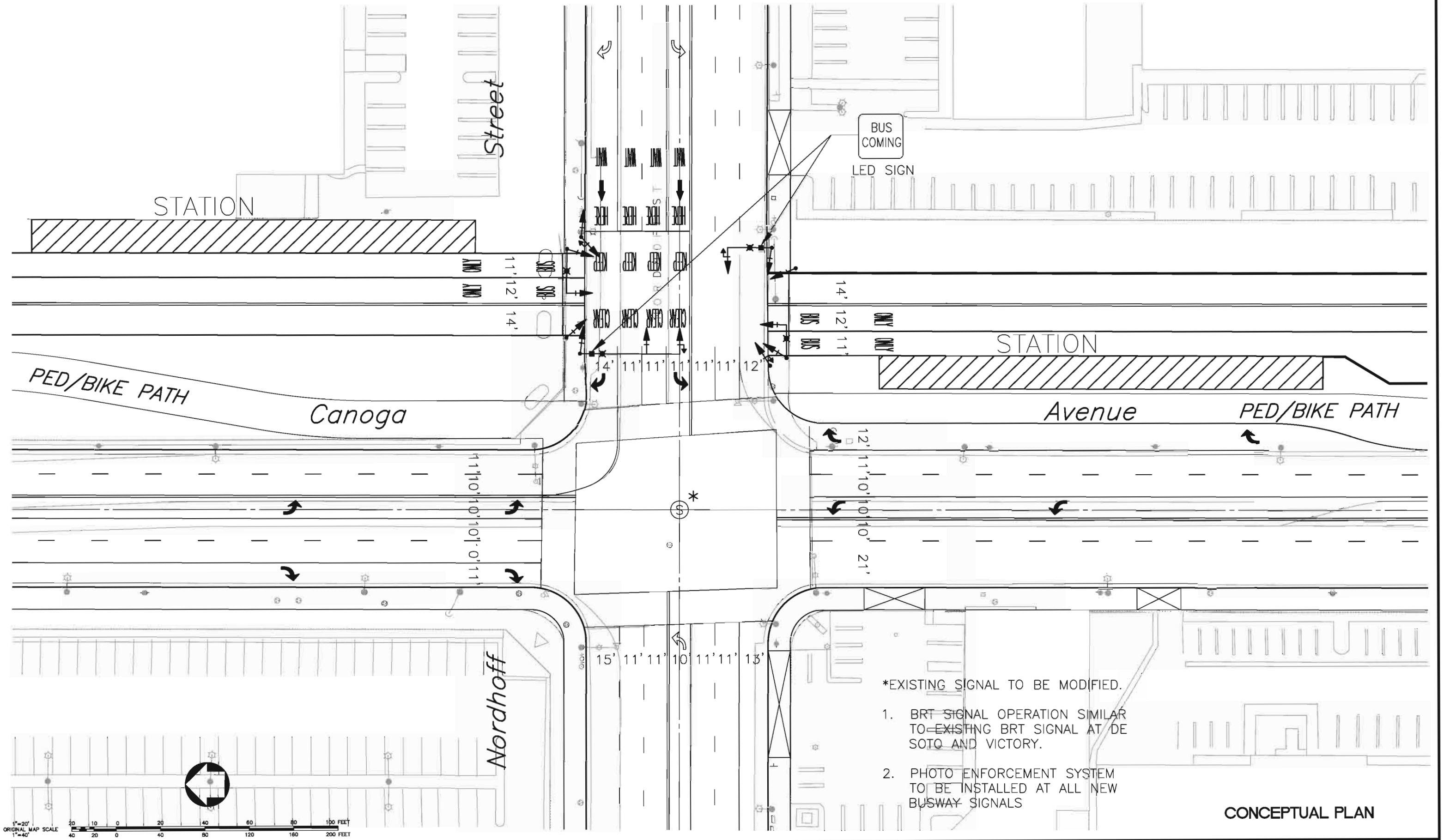

*EXISTING SIGNAL TO BE MODIFIED.

1. BRT ~~SIGNAL~~ OPERATION SIMILAR TO ~~EXISTING~~ BRT SIGNAL AT DE SOTO AND VICTORY.
2. PHOTO ENFORCEMENT SYSTEM TO BE INSTALLED AT ALL NEW ~~BUSWAY~~ SIGNALS

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

	DESIGNED	DATE
	I. SALVATIERRA	02/08
	DRAWN BY	DATE
	I. SALVATIERRA	02/08
	CHECKED	DATE
	K. DERDERIAN	02/08
	DATE	
	02/18/08	

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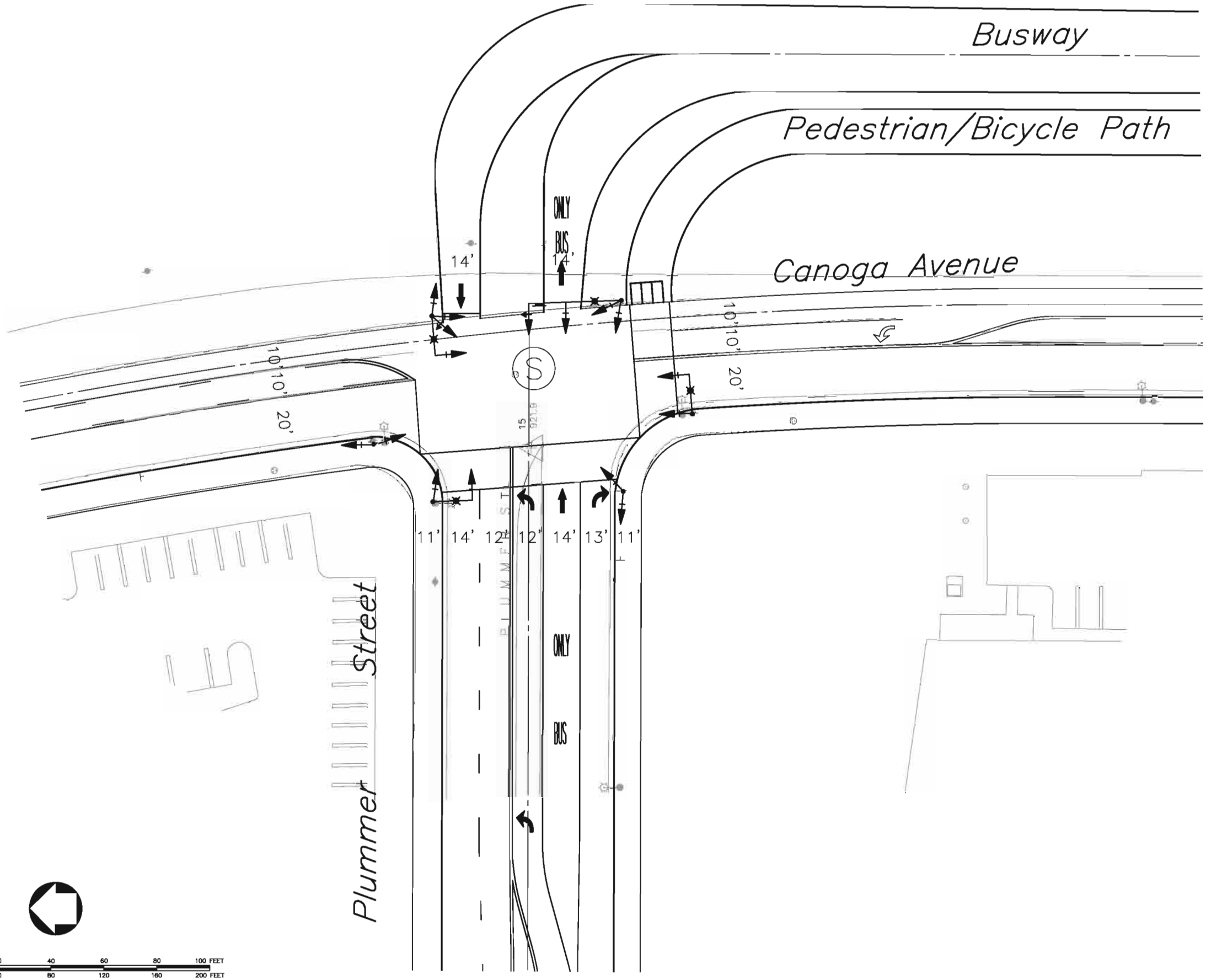
CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
CANOGA AVENUE
AT NORDHOFF STREET

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-007
REV.	
SCALE	1" = 40'
SHEET NO.	

Feb 14, 2008 M:\ CADD FILE: M:\2007_\07-1643- Northern Canoga Extension – Orangeline\CAD\Conceptual Drawings\CANOGA OPTION_BUSWAY ALT.dwg



CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	DATE
I. SALVATIERRA	02/08
DRAWN BY	DATE
I. SALVATIERRA	02/08
CHECKED	DATE
K. DERDERIAN	02/08
DATE	
02/18/08	

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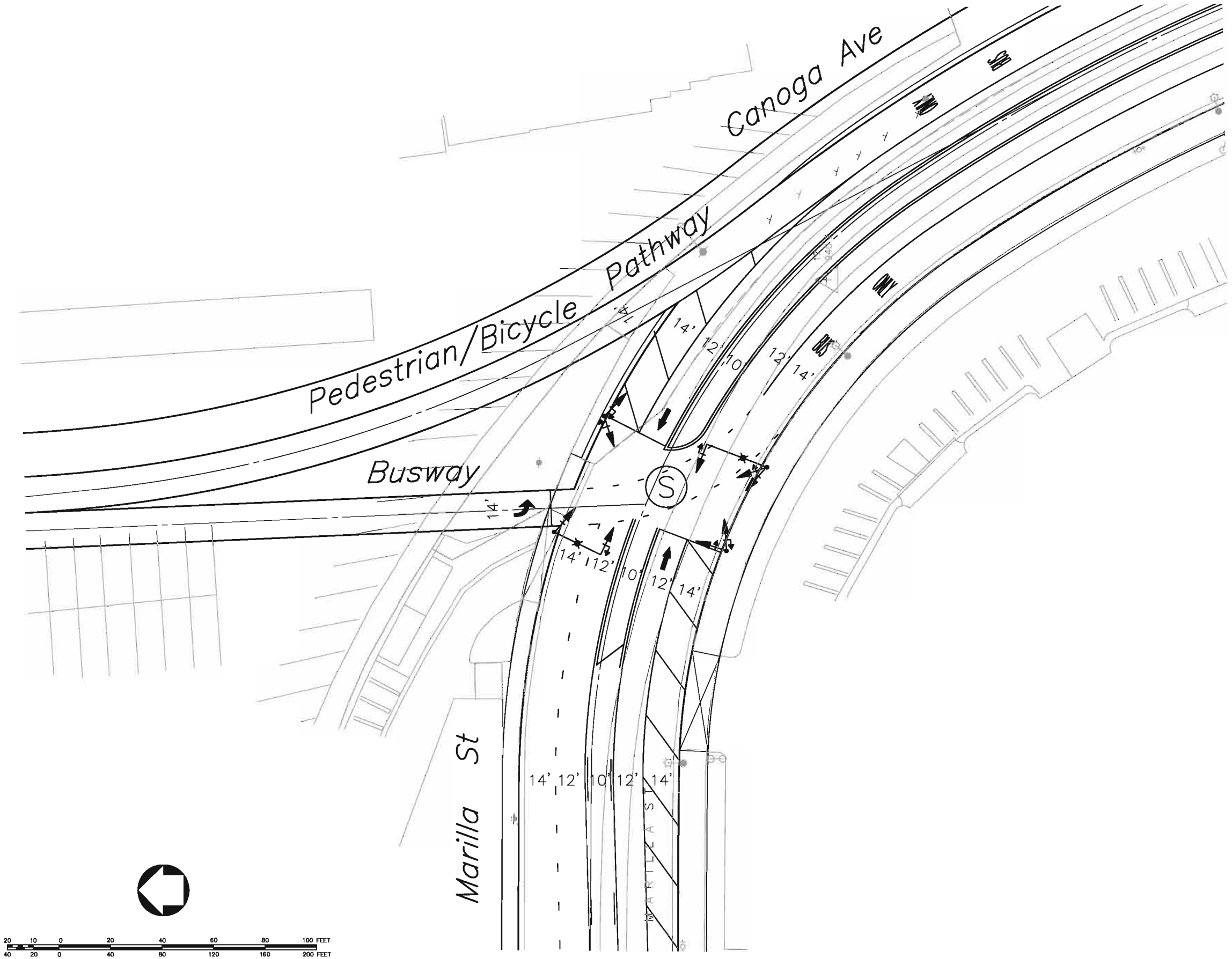
CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
PLUMMER STREET
AT BUSWAY (OPTION 1)

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-008
REV.	
SCALE	1" = 40'
SHEET NO.	

Feb 14, 2008 M:\ CADD FILE: M:\2007\J07-1843_Northern_Canoga_Extension_-_Orcnogaline\CAD\Conceptual Drawings\CANOGA_OPTION_BUSWAY_ALT.dwg



1"=20' ORIGINAL MAP SCALE
1"=40'

20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	DATE
I. SALVATIERRA	02/08
DRAWN BY	DATE
I. SALVATIERRA	02/08
CHECKED	DATE
K. DERDERIAN	02/08
DATE	
02/18/08	

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Fax: (213) 489-8440

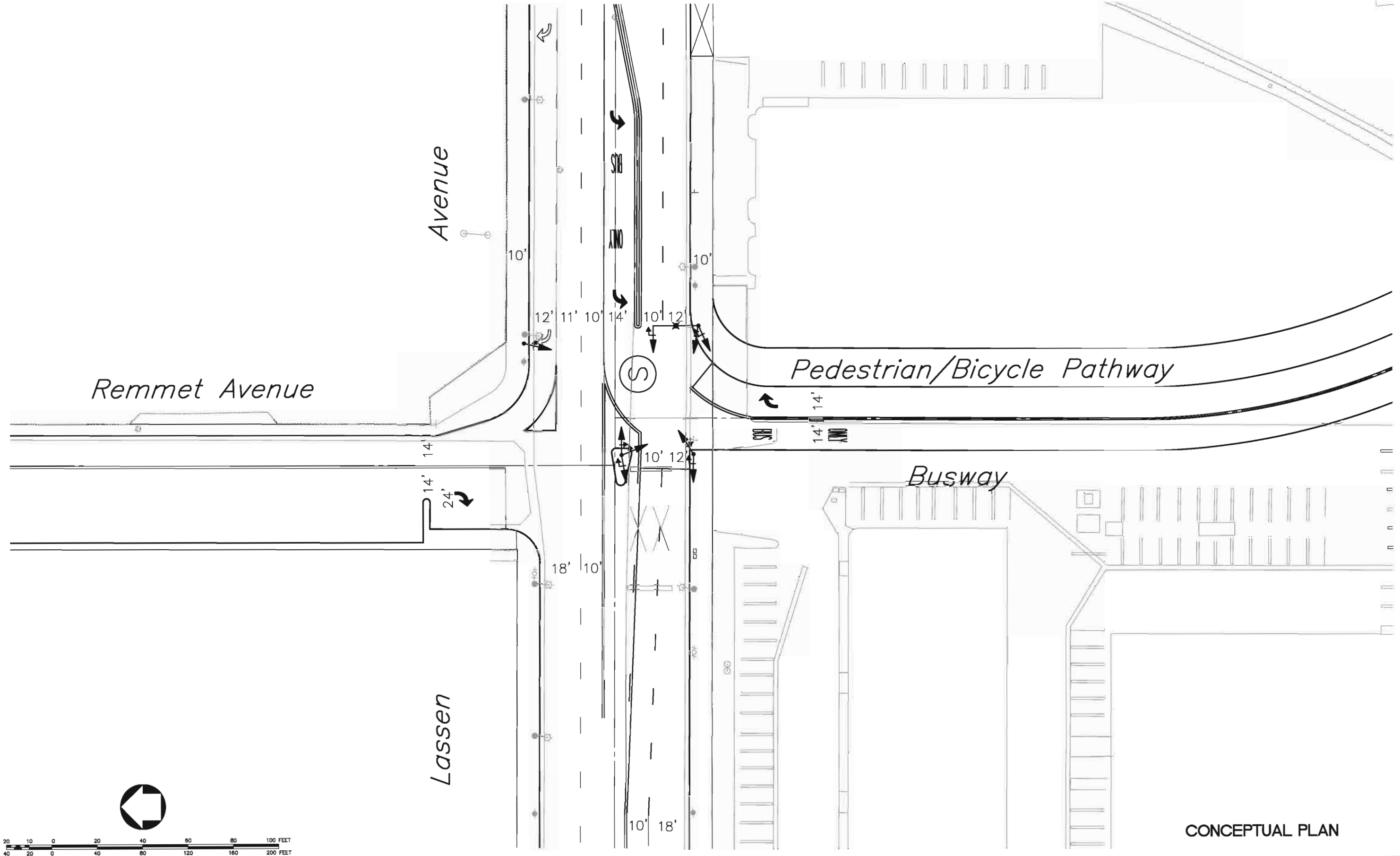
CANOGA TRANSPORTATION CORRIDOR ON- STREET ALTERNATIVE

CONCEPTUAL SIGNAL PLAN

MARILLA STREET
AT BUSWAY (OPTION 2)

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-009
REV.	
SCALE	1" = 40'
SHEET NO.	

Feb 14, 2008 M:\ CADD FILES\ MV\2007\ 607-1643 Northern Canoga Extension - Orangeline\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg



CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED	
I. SALVATIERRA	02/08
DRAWN BY	DATE
I. SALVATIERRA	02/08
CHECKED	DATE
K. DERDERIAN	02/08
DATE	
02/18/08	

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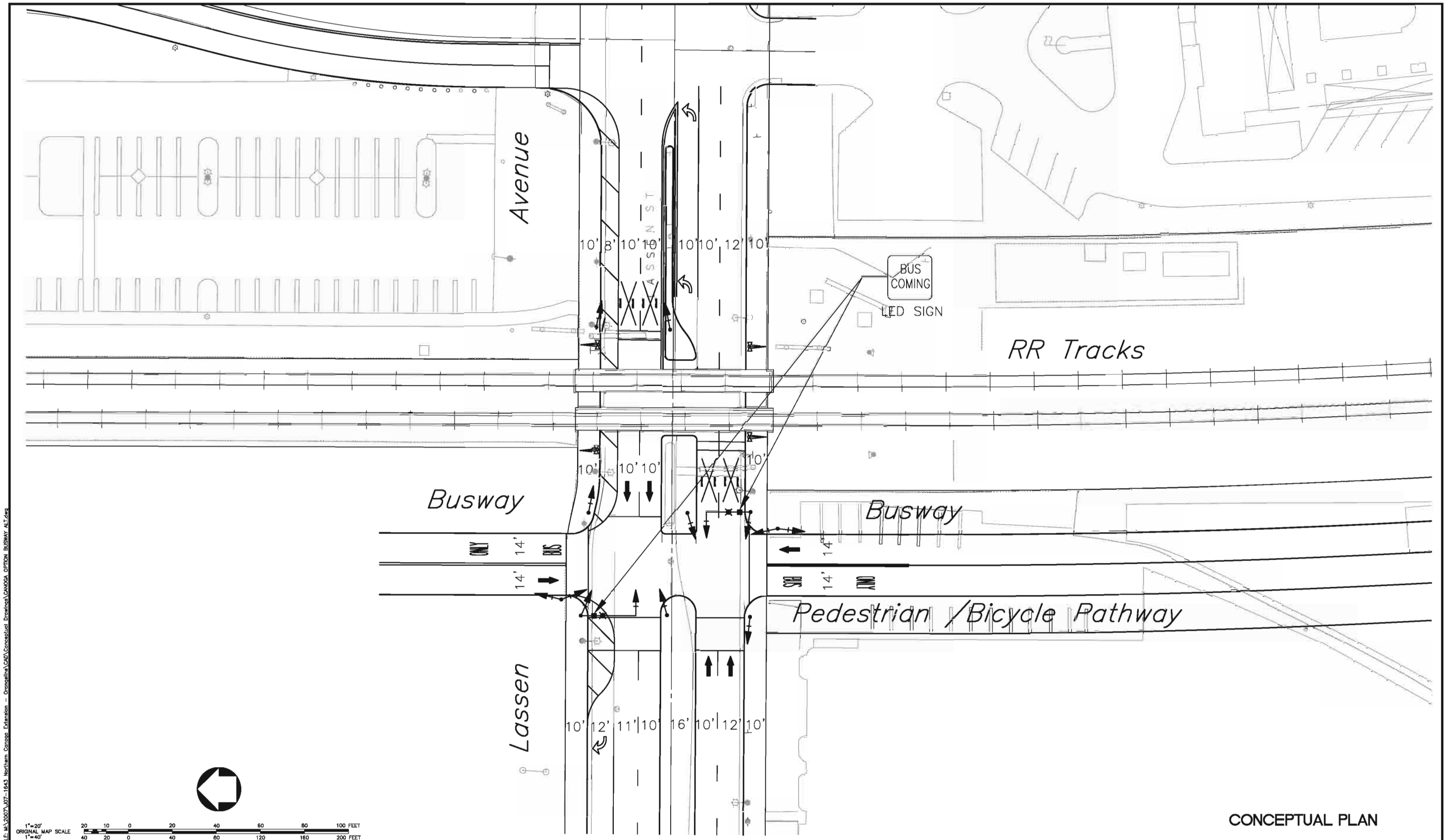
CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
LASSEN AVENUE
AT BUSWAY (OPTION 2)

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-010
REV.	
SCALE	1" = 40'
SHEET NO.	

Feb 14, 2008 M:\CADD FILE: MV\2007\J07-1643 Northern Canoga Extension — Orangeline\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg



1"=20' ORIGINAL MAP SCALE 1"=40'
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40 20 0 40 80 120 160 200 FEET

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	DATE
I. SALVATIERRA	02/08
DRAWN BY	DATE
I. SALVATIERRA	02/08
CHECKED	DATE
K. DERDERIAN	02/08
DATE	
02/18/08	

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Los Angeles, CA 90017-3610
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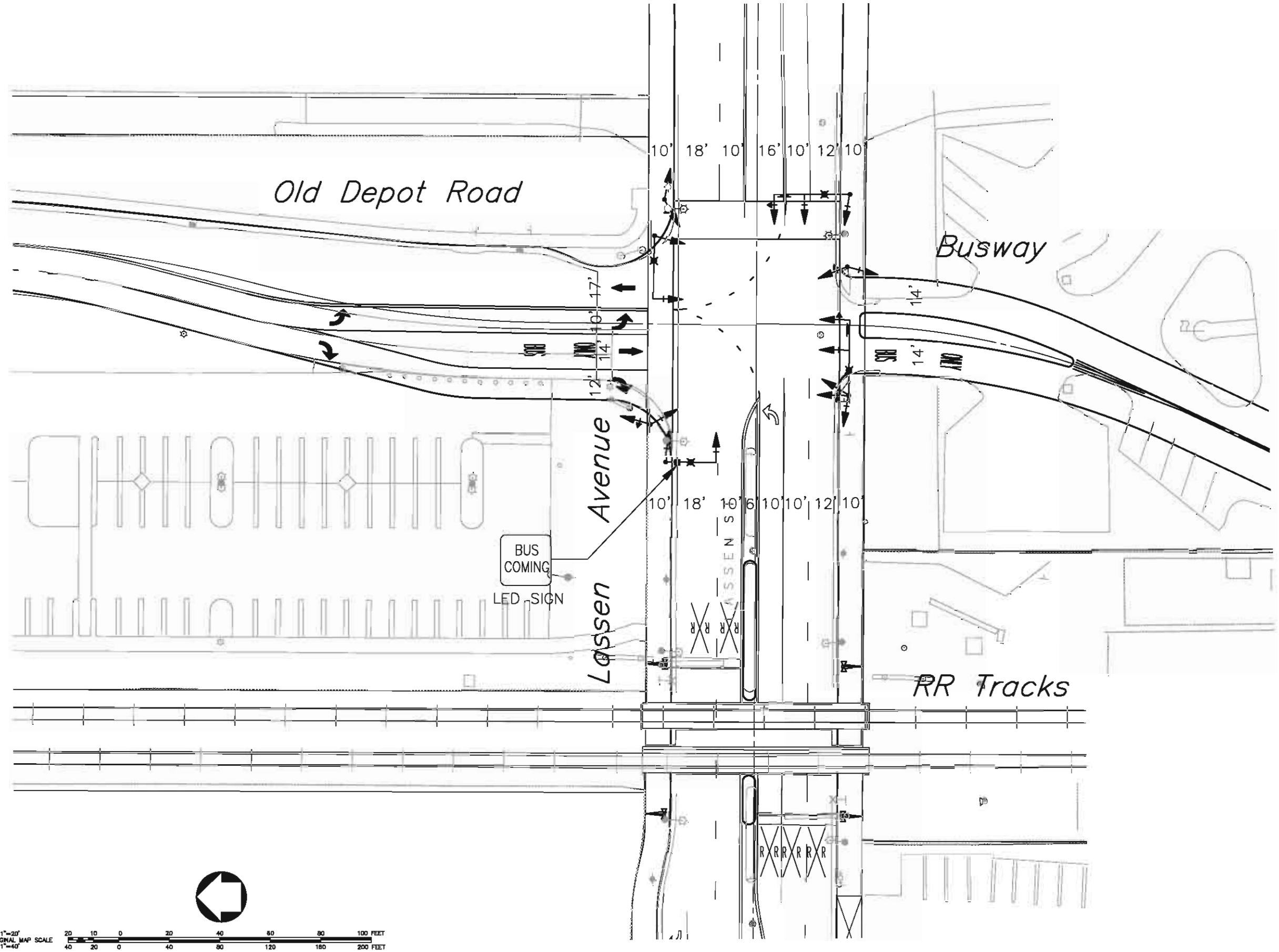
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
LASSEN AVENUE
AT BUSWAY (OPTION 3)

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-011
REV.	
SCALE	1" = 40'
SHEET NO.	

Feb. 14, 2008 MJ CADD FILE: M:\2007\J07-1543 Northern Canoga Extension – Orcinelline\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg



1"=20' ORIGINAL MAP SCALE 1"=40'

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40 20 0 40 80 120 160 200 FEET

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED L. SALVATIERRA	DATE 02/08
DRAWN BY L. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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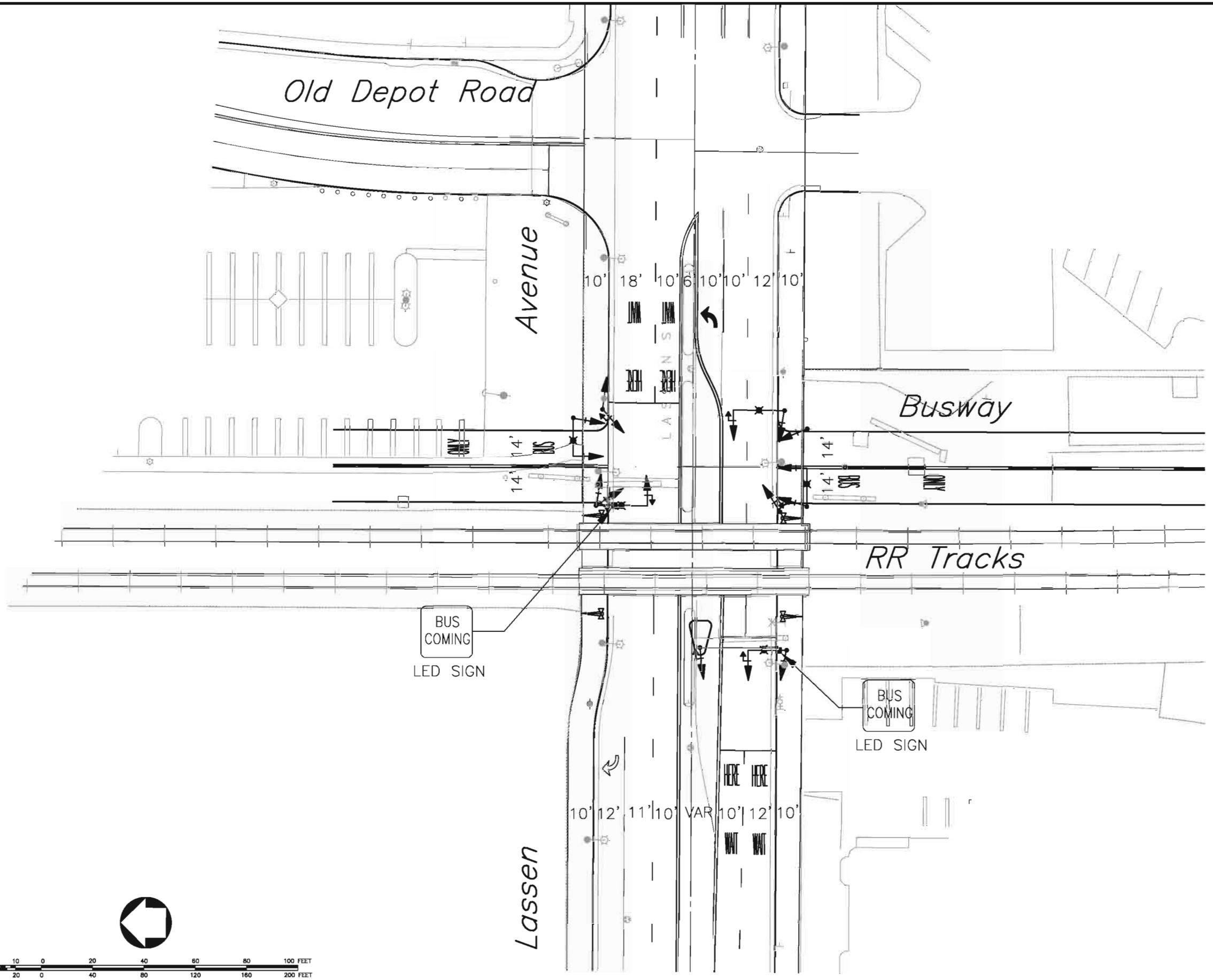
CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
LASSEN AVENUE
AT BUSWAY (OPTION 4)

CONTRACT NUMBER	PS43701952
DWG. NO.	TS-012
REV.	
SCALE	1" = 40'
SHEET NO.	

Feb 15, 2008 MJ CADD FILE: M:\2007\JJ07-1643 Northern Canoga Extension - Orcnagafina\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg



1"=20' ORIGINAL MAP SCALE 1"=40'

20 10 0 20 40 60 80 100 FEET

40 20 0 40 80 120 160 200 FEET

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	L. SALVATIERRA	02/08
DRAWN BY	L. SALVATIERRA	02/08
CHECKED	K. DERDERIAN	02/08
DATE	02/18/08	

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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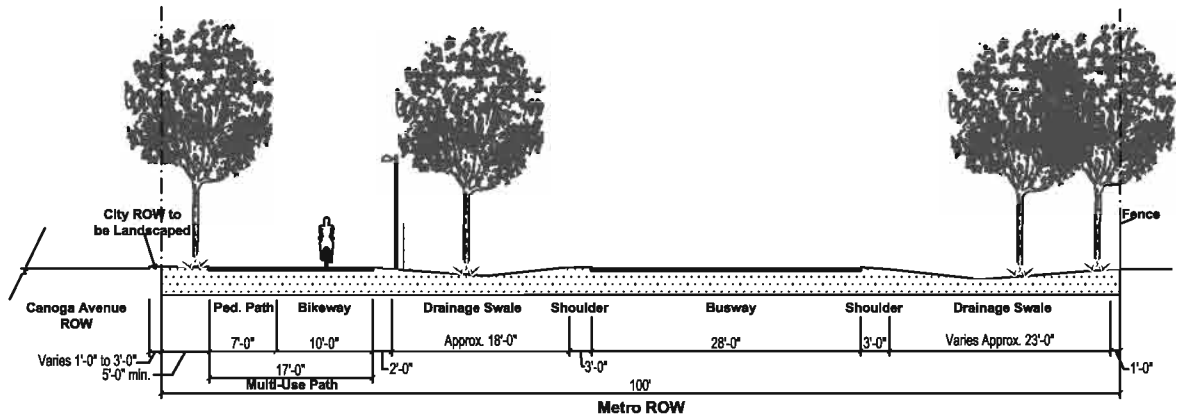
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
BUSWAY ALTERNATIVE
CONCEPTUAL SIGNAL PLAN
LASSEN AVENUE
AT BUSWAY (OPTION 4a)

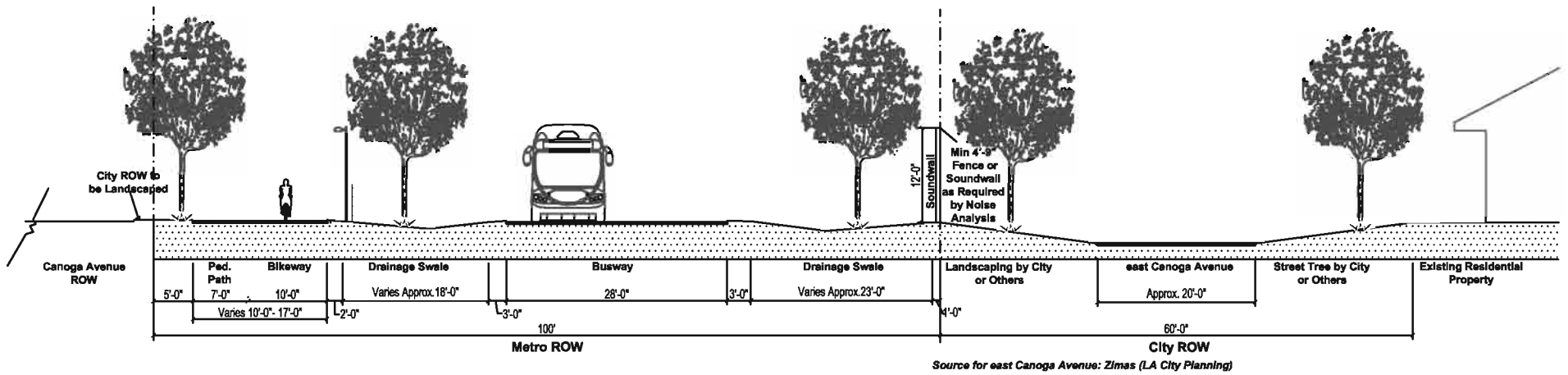
CONTRACT NUMBER PS43701952
DWG. NO. TS-013
REV.
SCALE 1" = 40'
SHEET NO.

Feb 14, 2008 MJ CADD FILE: M:\2007\07-1843 Northern Canoga Extension - Orcnogaline\CAD\Conceptual Drawings\CANOGA OPTION BUSWAY ALT.dwg

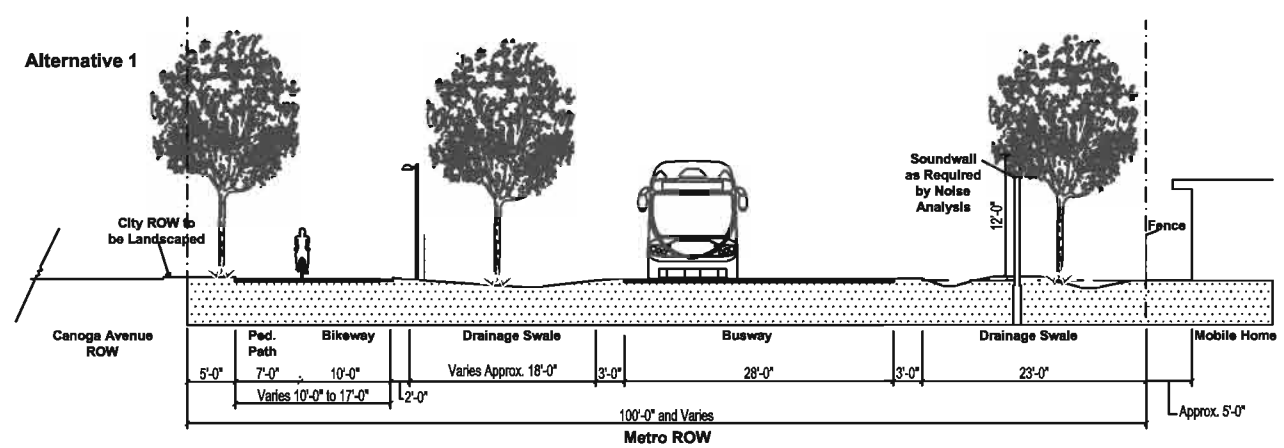
100 FOOT METRO ROW BETWEEN STATIONS

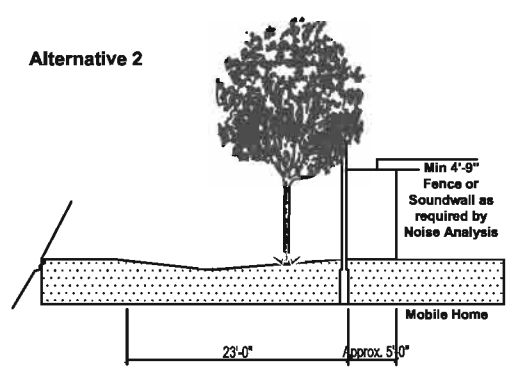


METRO ROW ADJACENT TO RESIDENTIAL USES



Source for east Canoga Avenue: Zimas (LA City Planning)





10' 0 10' 20'

Feb 15, 2008 MK CADD FILE: Q:\Planning Projects\7647 CANOGA\Drawings\023106\Busway\SECTIONS.dwg

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	EVC	02/03/08
DRAWN BY	MK	02/03/08
CHECKED	RG	02/04/08
DATE		02/18/08

Metro — Metropolitan Transportation Authority

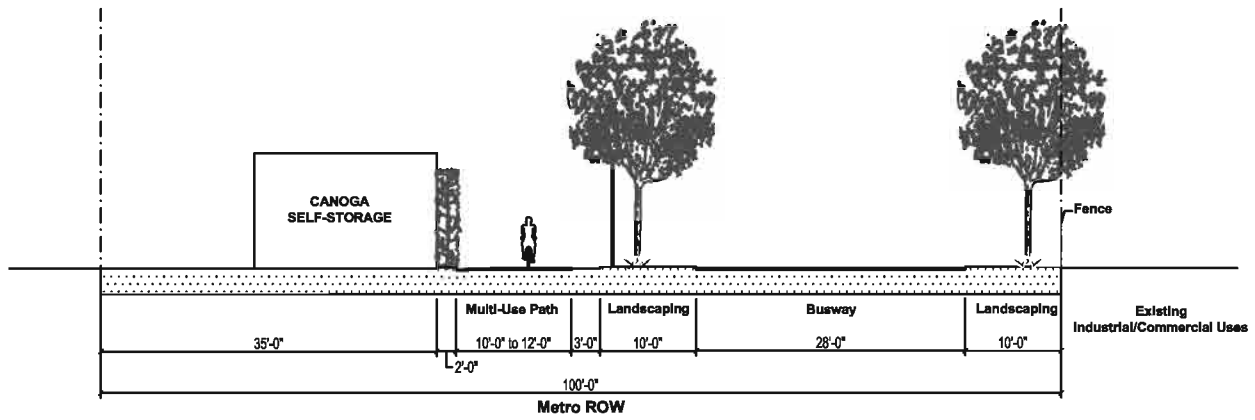
ITERIS — 707 Wilshire Blvd, Suite 4810, Los Angeles, CA 90017-3610, Phone: (213) 488-0345, Fax: (213) 488-9440

GRUENASSOCIATES — ARCHITECTURE PLANNING INTERIORS — 6330 San Vicente Blvd. Suite 300 Los Angeles California 90048 — www.gruenassociates.com T 323 937 4270 F 323 857 6001

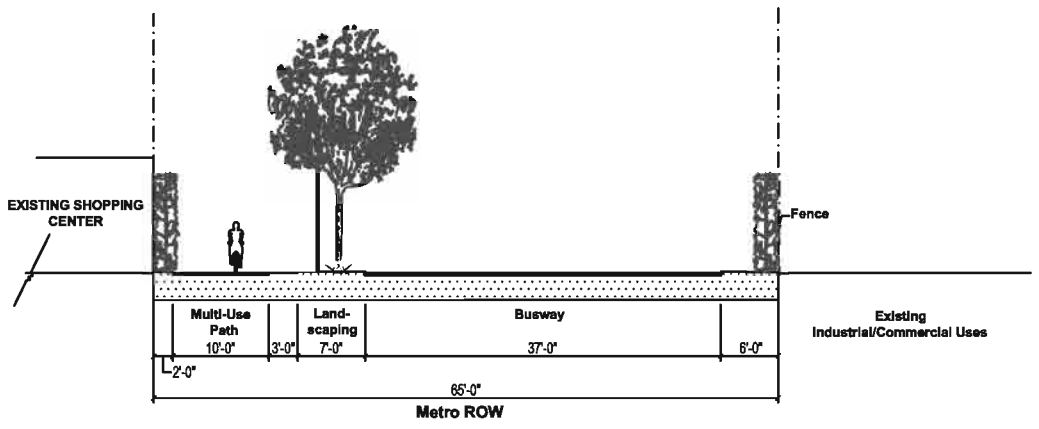
CANOGA TRANSPORTATION CORRIDOR
CANOGA BUSWAY ALTERNATIVE
CROSS-SECTIONS

CONTRACT NUMBER	PS43701952
DWG. NO.	UD-001
REV.	
SCALE	1"=10'
SHEET NO.	

NARROW AVAILABLE METRO ROW ADJACENT TO COMMERCIAL/INDUSTRIAL USES



65 FOOT METRO ROW NORTH OF SHERMAN WAY STATION



10' 0 10' 20'

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC	02/03/08	DATE
DRAWN BY MK	02/03/08	DATE
CHECKED RG	02/04/08	DATE
DATE	02/18/08	

Metro — Metropolitan Transportation Authority

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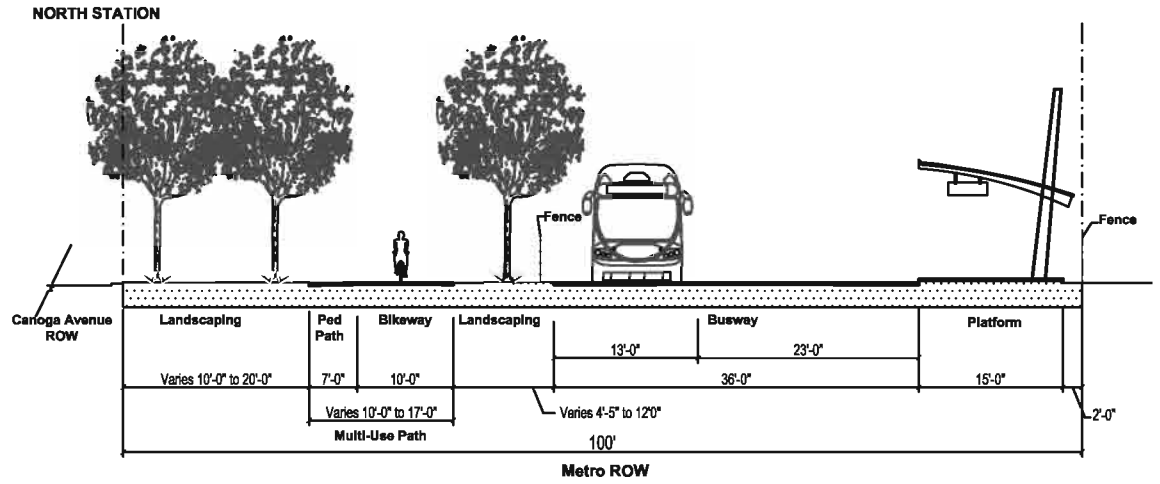
ARCHITECTURE PLANNING INTERIORS
6330 San Vicente Blvd. Suite 300 Los Angeles, California 90048
T 323 857 4370 F 323 857 4001

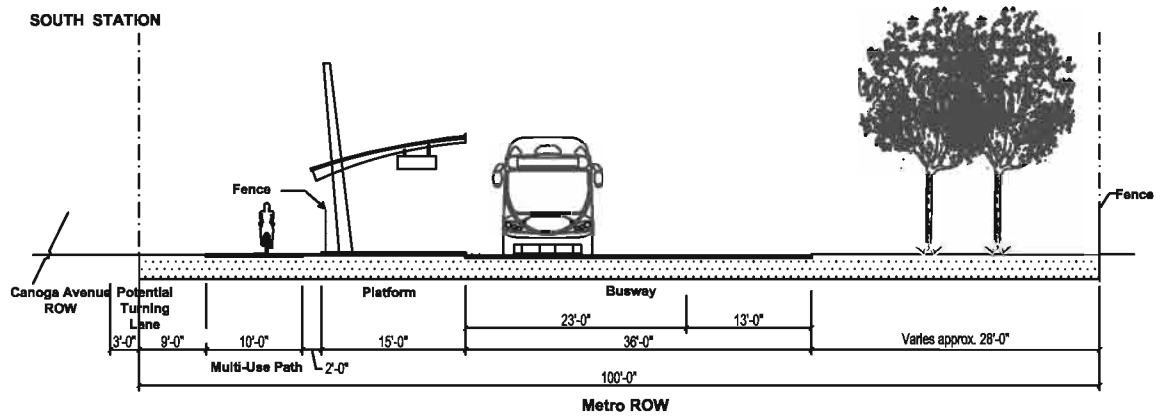
CANOGA TRANSPORTATION CORRIDOR
CANOGA BUSWAY ALTERNATIVE
CROSS-SECTIONS

CONTRACT NUMBER	PS43701952
DWG. NO.	UD-002 REV.
SCALE	1"= 10'
SHEET NO.	

Feb. 15, 2008 MK C400 FILE: c:\Planning Projects\17647 CANOGA\Drawings\023106\Busway\SECTIONS.dwg

NORTH AND SOUTH ROSCOE AND NORDHOFF STATIONS





10' 0 10' 20'

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC 02/03/08
DRAWN BY MK 02/03/08
CHECKED RG 02/04/08
DATE 02/18/08

Metro — Metropolitan Transportation Authority

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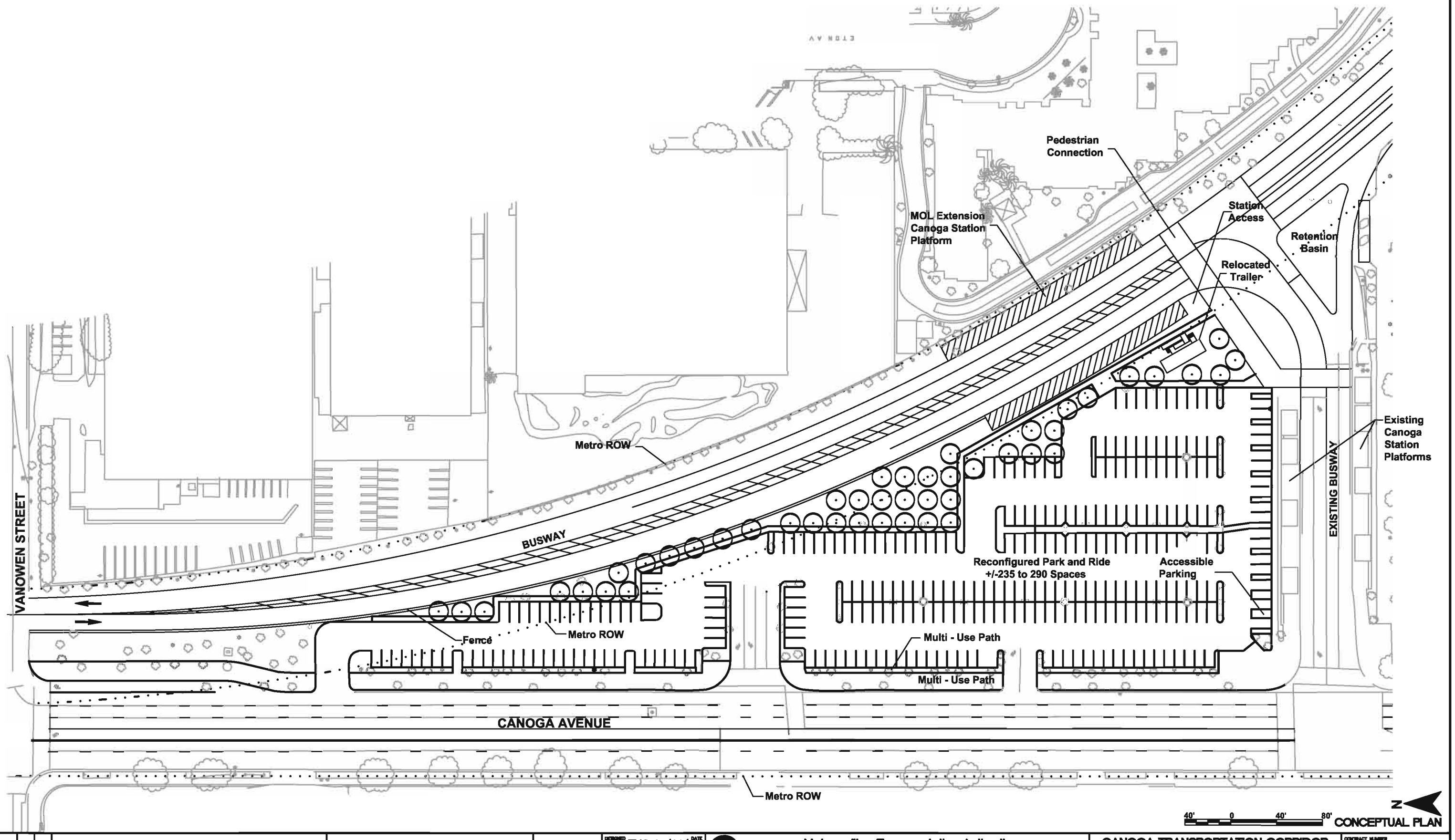
www.gruenassociates.com T 323 937 4270 F 323 857 0011

CANOGA TRANSPORTATION CORRIDOR
CANOGA BUSWAY ALTERNATIVE
CROSS-SECTIONS

CONTRACT NUMBER PS43701952
DWG. NO. UD-003 REV.
SCALE 1"=10'
SHEET NO.

Feb 15, 2008 MK CADD FILE: Q:\Projects_Projects\A7947 CANOGA\Planning\UD\3100\Banner\ASECTIONS.dwg



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REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC 02/03/08	DATE
DRAWN BY MK 02/03/08	DATE
CHECKED RG 02/04/08	DATE
DATE 02/18/08	

Metro — Metropolitan Transportation Authority

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CANOGA TRANSPORTATION CORRIDOR
CANOGA BUSWAY ALTERNATIVE
CANOGA STATION AND PARK-AND-RIDE

CONTRACT NUMBER	PS43701952
DWG. NO.	UD-004 REV.
SCALE	1"=40'
SHEET NO.	

DEERING AVENUE

Metro ROW

Potential Park-and -Ride Lot
70 to 80 Spaces

Station Platforms

Landscaped Edge and Fence

Metro ROW

BUSWAY

BUSWAY

Existing Shopping Center

Multi-Use Path

SHERMAN WAY

Station Access

Potential Park-and -Ride Lot
160 to170 Spaces

Multi-Use Path

New Turning Lane

CANOGA AVENUE

GAULT ST

40' 0 40' 80'

N

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC 02/03/08
DRAWN BY MK 02/03/08
CHECKED RG 02/04/08
DATE 02/18/08

Metro Metropolitan Transportation Authority

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707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0045
Fax: (213) 488-9440

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS
6330 San Vicente Blvd, Suite 300 Los Angeles, California 90048
T 323 937 4270 F 323 937 9201

CANOGA TRANSPORTATION CORRIDOR
CANOGA BUSWAY ALTERNATIVE
SHERMAN WAY STATION AND PARK-AND-RIDE

CONTRACT NUMBER PS43701952
DWG. NO. UD-005 REV.
SCALE 1"=40'
SHEET NO.

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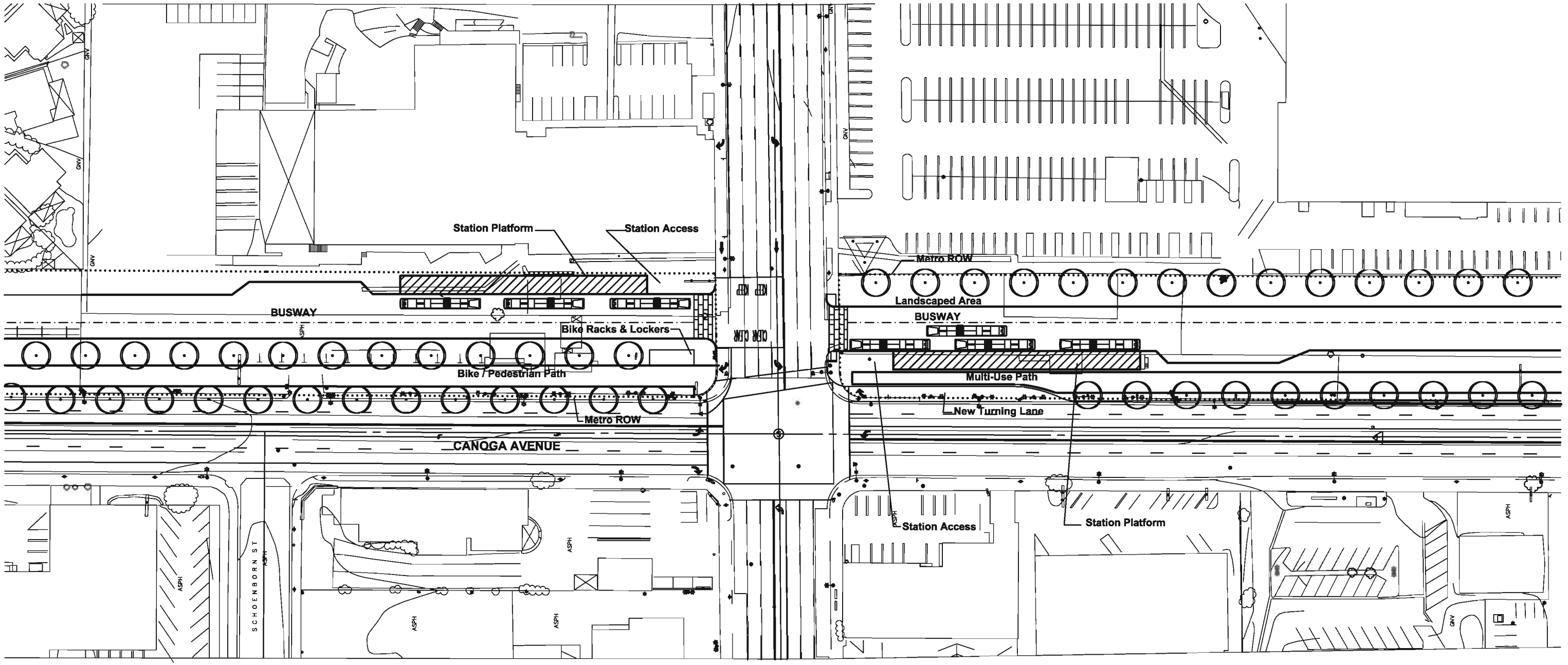

40' 0 40' 80'

N

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC 02/03/08 DATE
DRAWN BY MK 02/03/08 DATE
CHECKED RG 02/04/08 DATE
DATE 02/18/08

Metro Metropolitan Transportation Authority

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707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
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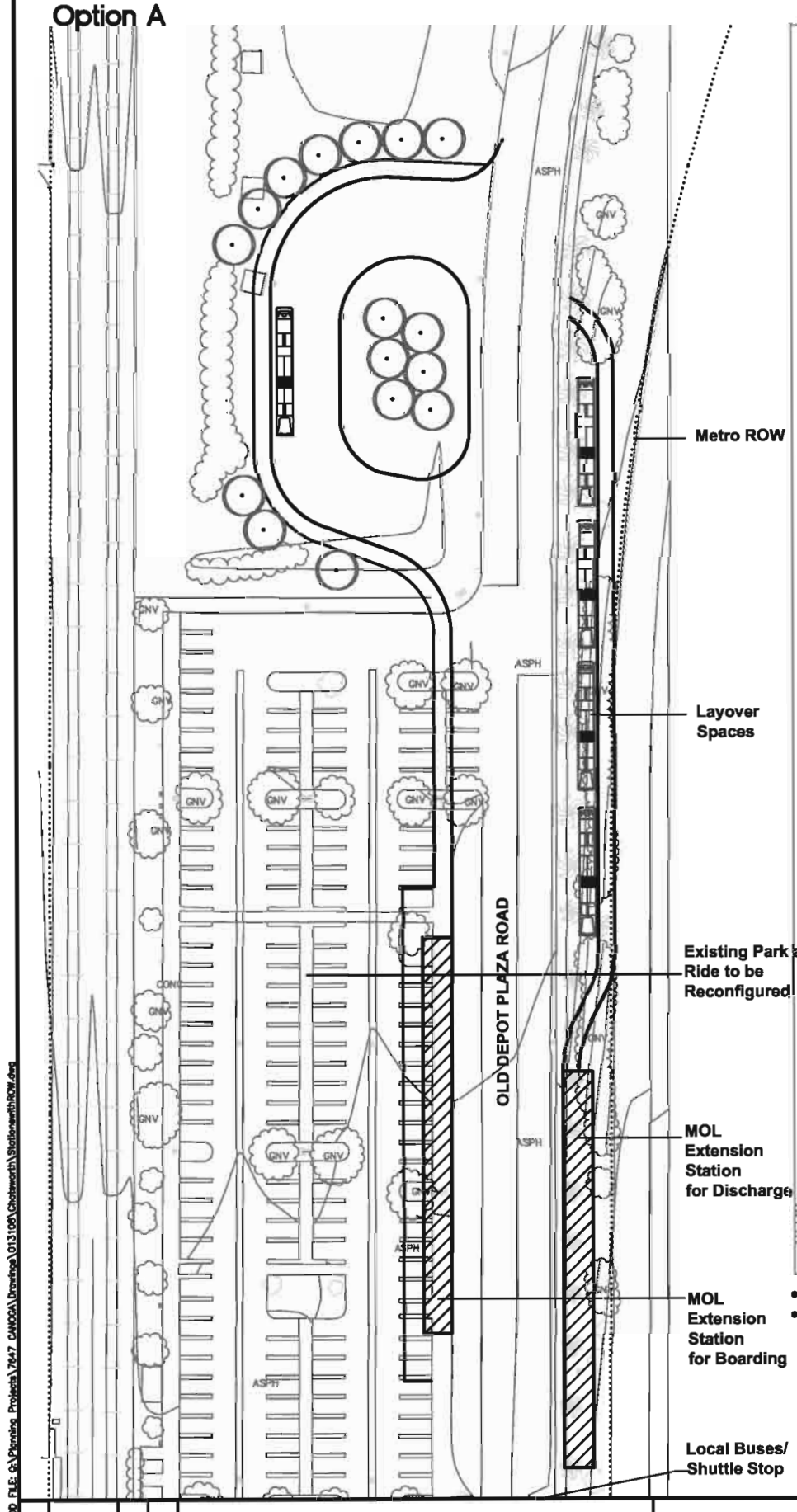
ARCHITECTURE PLANNING INTERIORS
6330 San Vicente Blvd, Suite 300 Los Angeles California 90048
T 323 937 4270 F 323 937 4001

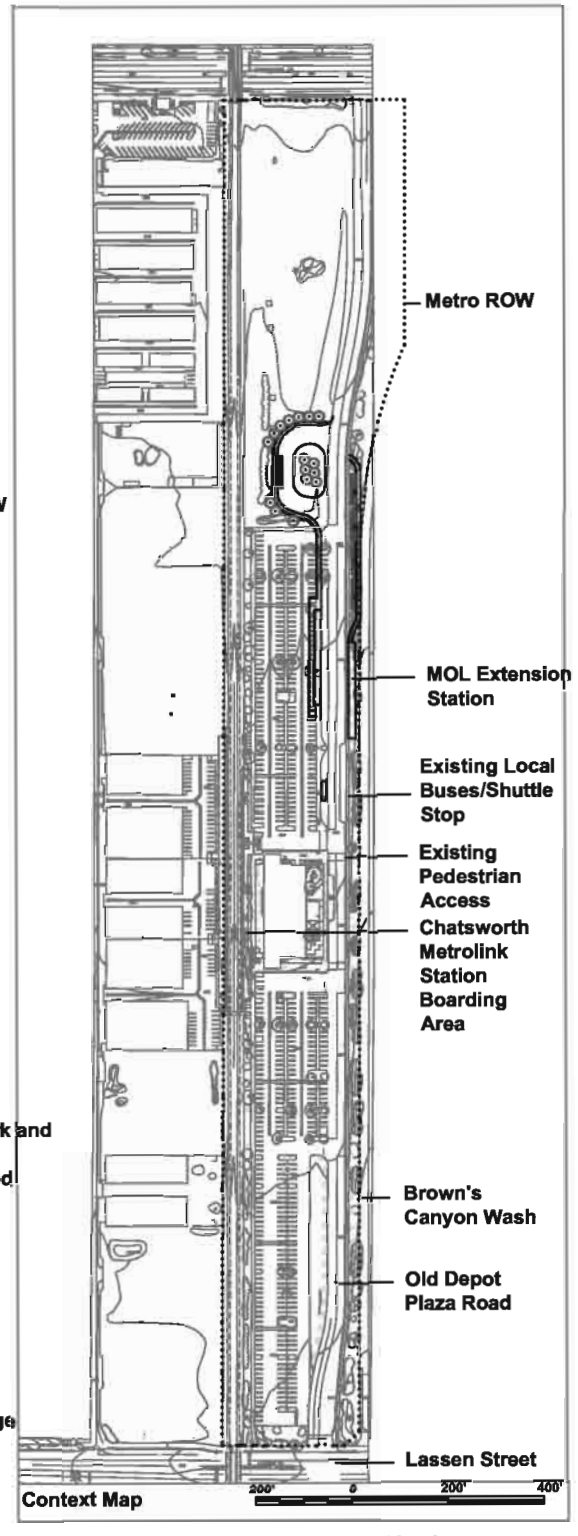
CANOGA TRANSPORTATION CORRIDOR
CANOGA BUSWAY ALTERNATIVE
ROSCOE STATION

CONTRACT NUMBER PS43701952
DWG. NO. UD 006 REV.
SCALE 1"=40'
SHEET NO.

Feb 15, 2008 - MK CADD FILE: G:\Planning Projects\7847 CANOGA\Drawings\033108\Busway\ROSCOE STATION_080108.dwg

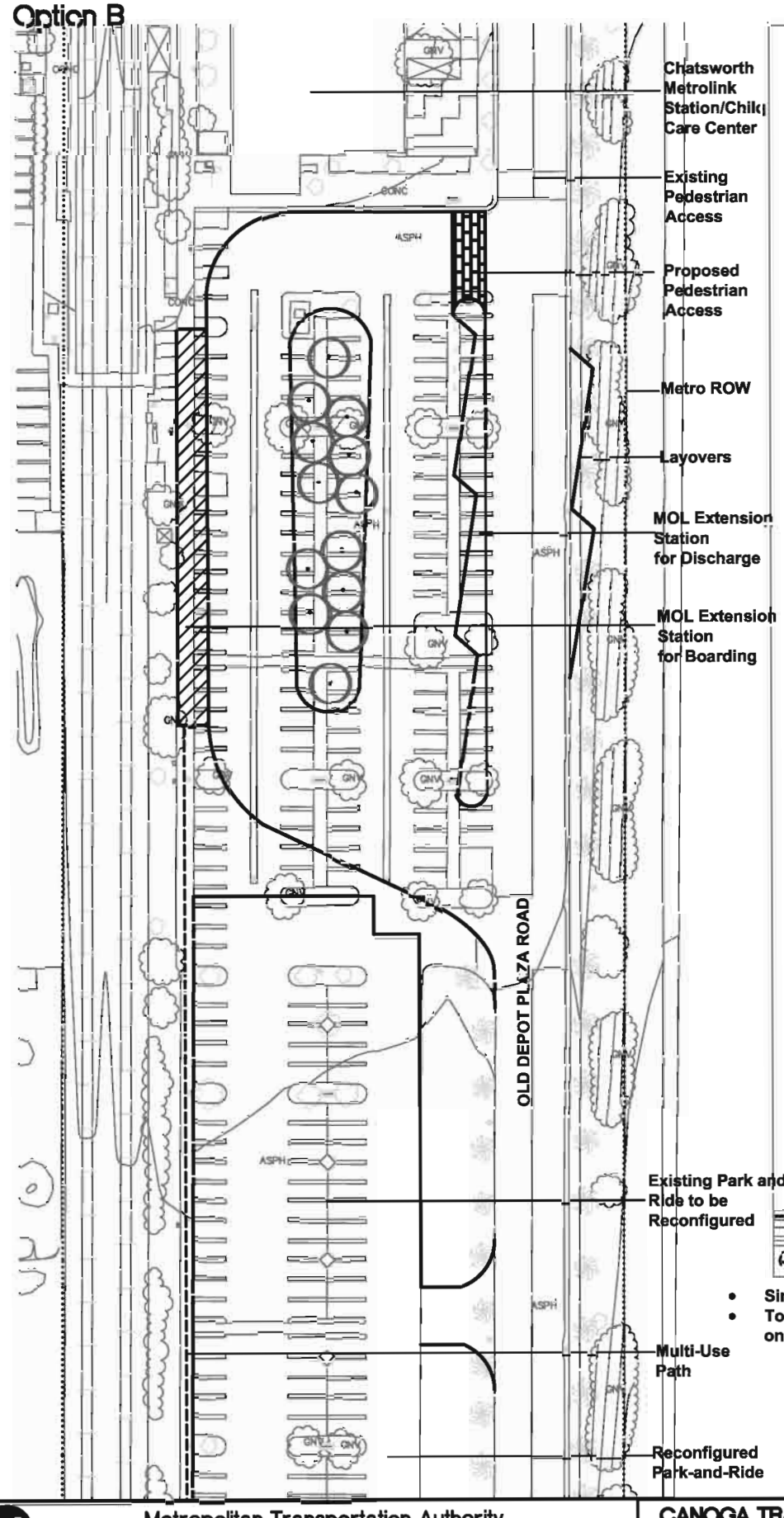
Option A

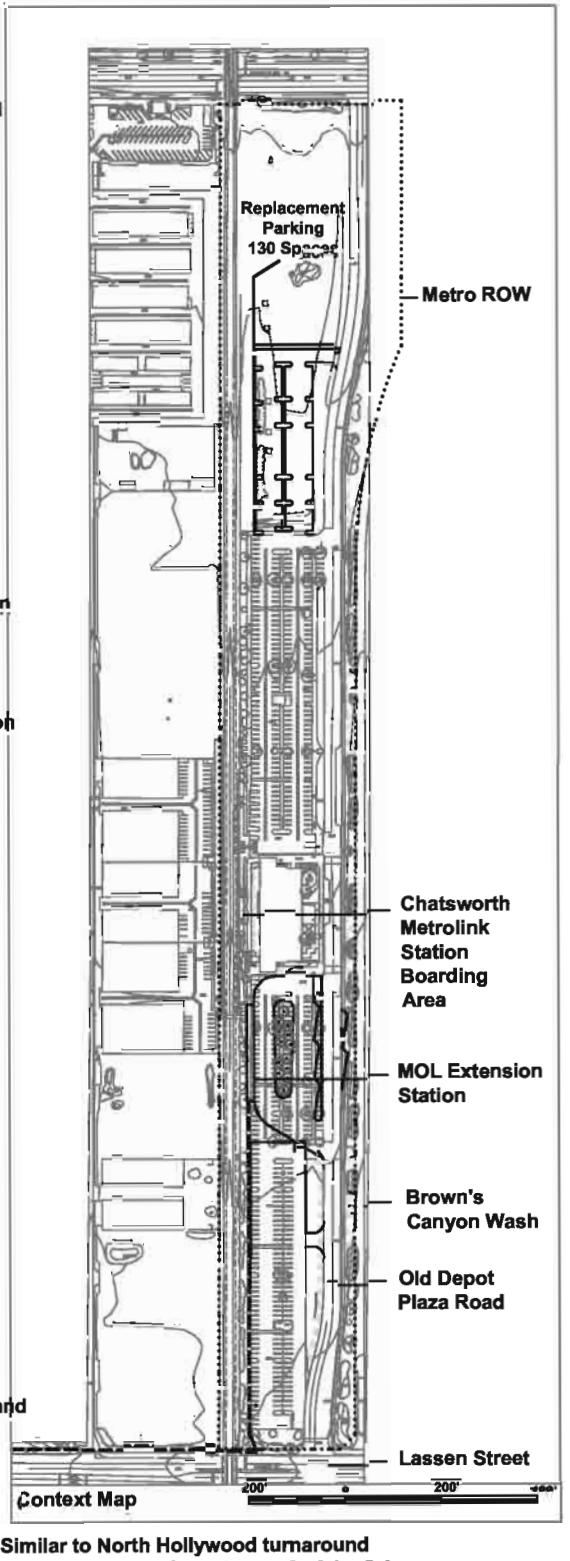




- Non-revenue turnaround on vacant land
- MOL Extension Station and its layover adjacent to existing local bus stops

Option B





- Similar to North Hollywood turnaround
- To save some parking, locate 2 of the 5 layovers on the main entrance road

N

40' 0 40' 80'

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC 02/03/08
DRAWN BY MK 02/03/08
CHECKED RG 02/04/08
DATE 02/18/08

Metro Metropolitan Transportation Authority

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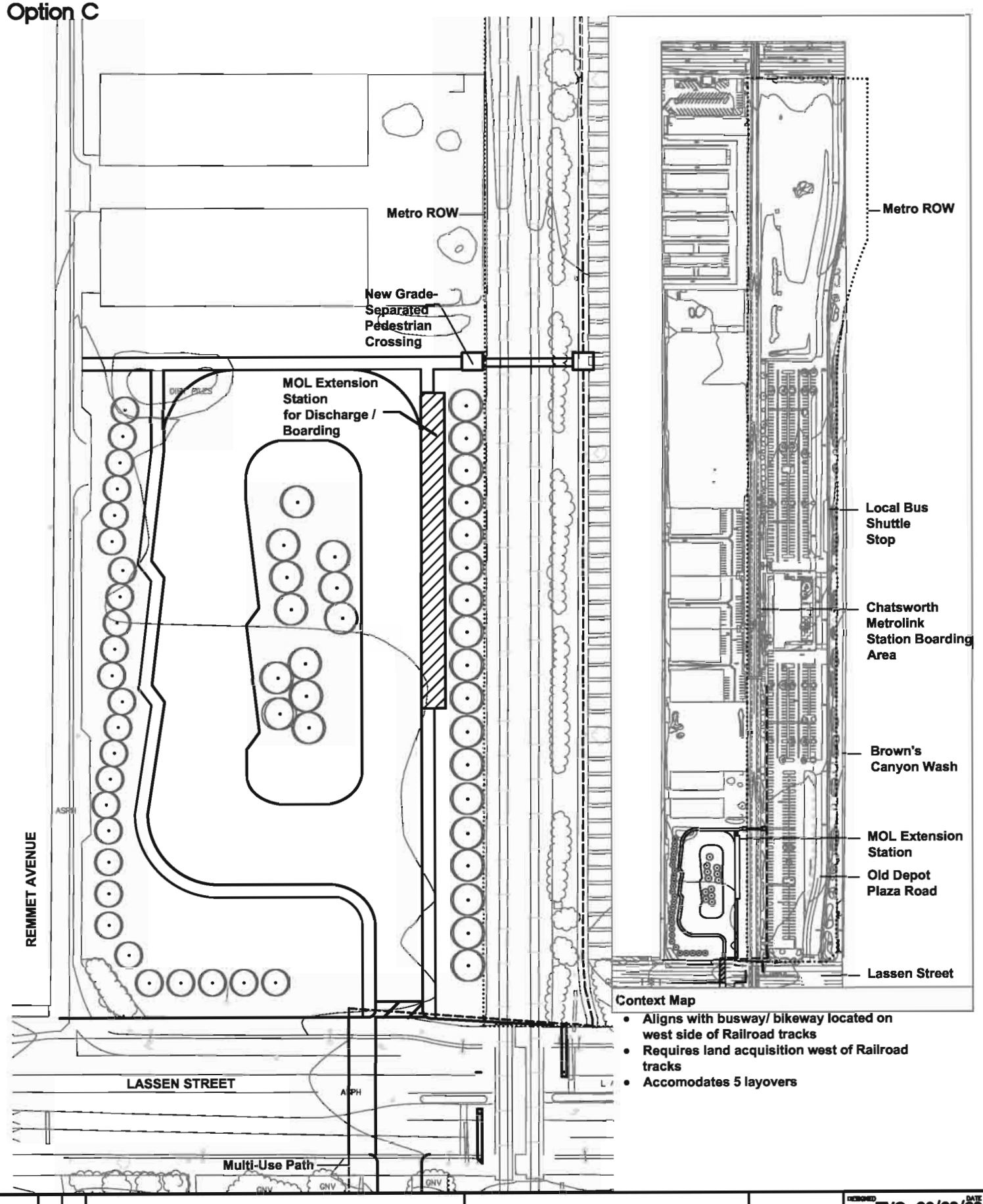
GRUENASSOCIATES ARCHITECTURE PLANNING INTERIORS 6330 San Vicente Blvd, Suite 300 Los Angeles California 90048 T 323 857 4370 F 323 857 4001

CANOGA TRANSPORTATION CORRIDOR
CANOGA ON-STREET/ BUSWAY ALTERNATIVE
CHATSWORTH METROLINK STATION
Option A and B

CONTRACT NUMBER PS43701952
DWG. NO. UD-007
REV.
SCALE 1"=40'
SHEET NO.

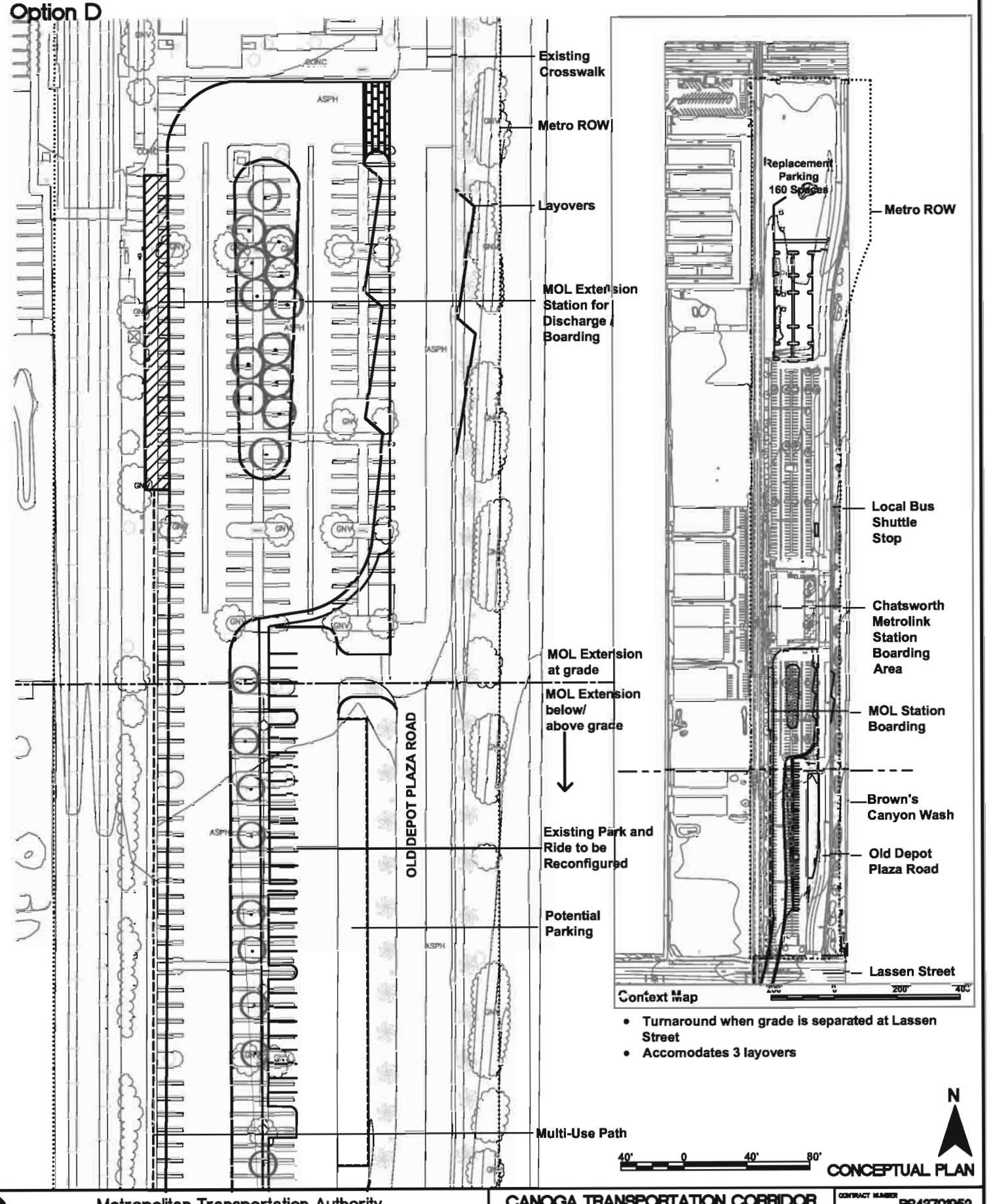
Feb 15, 2008 MK CAD FILE: G:\Planning Projects\7647 CANOGA\Drawings\013108\Chatsworth Station with ROW.dwg

Option C



- Aligns with busway/ bikeway located on west side of Railroad tracks
- Requires land acquisition west of Railroad tracks
- Accomodates 5 layovers

Option D



- Turnaround when grade is separated at Lassen Street
- Accomodates 3 layovers

N

40' 0 40' 80'

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	EVC	02/03/08
DRAWN BY	MK	02/03/08
CHECKED	RG	02/04/08
DATE		02/18/08

Metro — Metropolitan Transportation Authority

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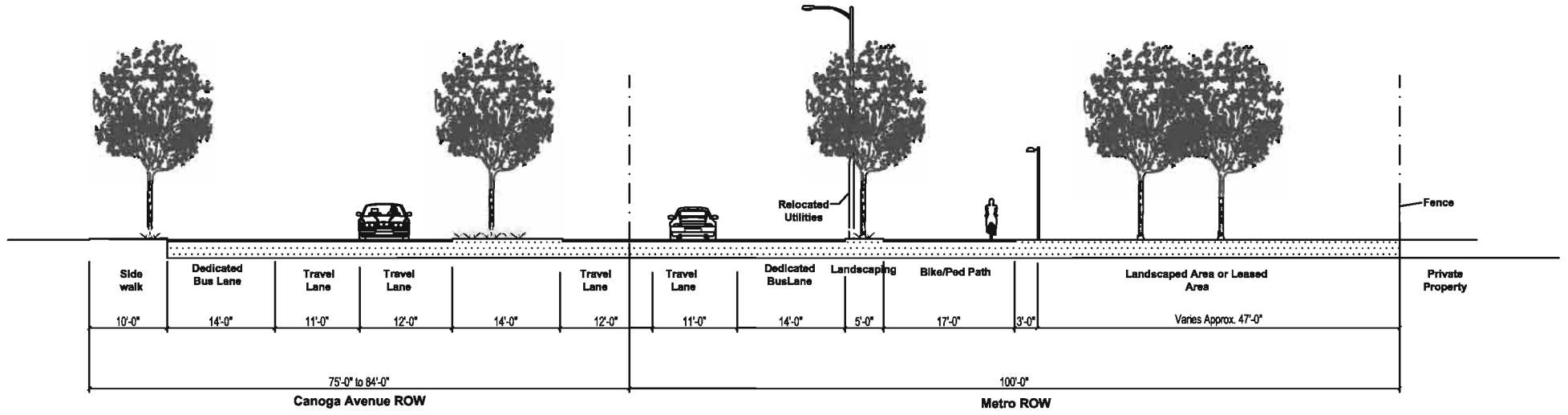
6330 San Vicente Blvd. Suite 300 Los Angeles, California 90048
T 323 937 4270 F 323 937 4001

CANOGA TRANSPORTATION CORRIDOR
CANOGA ON-STREET/ BUSWAY ALTERNATIVE
CHATSWORTH METROLINK STATION
Option C and D

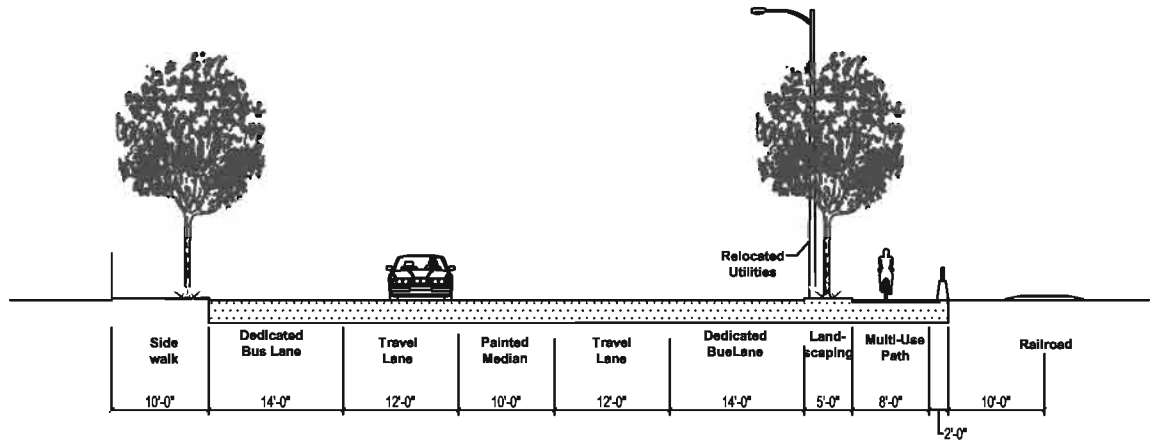
CONTRACT NUMBER	PS43701052
DWG. NO.	UD-008
REV.	
SCALE	1"=40'
SHEET NO.	

Feb 15, 2008 MK CADD FILE: G:\Planning Projects\7647 CANOGA\Drawings\013105\Chatsworth\Stationwith80ft.dwg

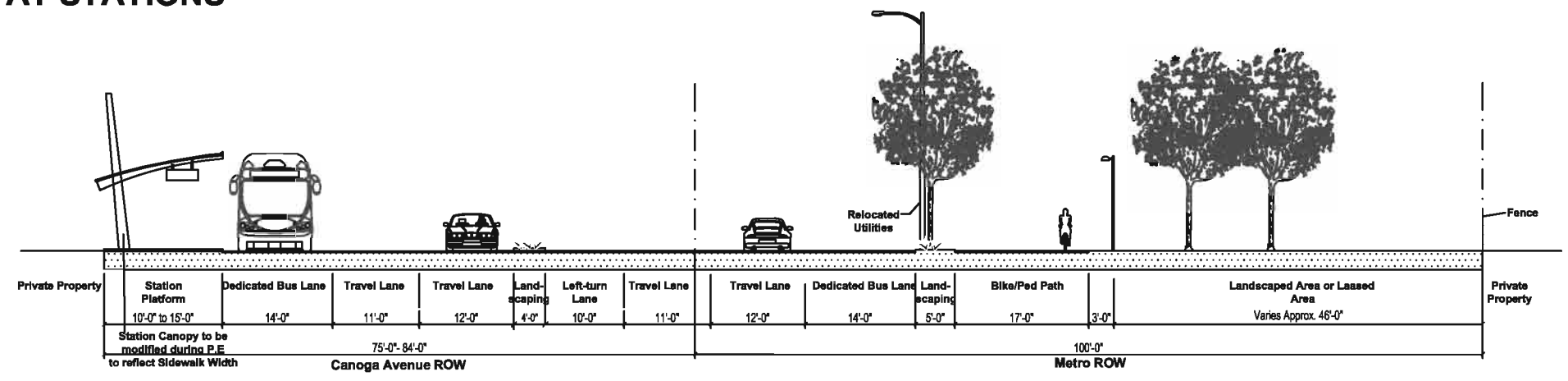
FROM VANOWEN BOULEVARD TO NORDHOFF STREET (MID-BLOCK)



FROM NORDHOFF STREET TO MARILLA STREET (MID-BLOCK)



AT STATIONS



10' 0 10' 20'

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC	DATE 02/03/08	Metropolitan Transportation Authority
DRAWN BY MK	DATE 02/03/08	
CHECKED RG	DATE 02/04/08	
DATE 02/18/08		

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CANOGA TRANSPORTATION CORRIDOR
CANOGA ON-STREET DEDICATED BUS LANES ALTERNATIVE
CROSS-SECTIONS

CONTRACT NUMBER PS43701952
DWG. NO. UD-009 REV.
SCALE 1"=10'
SHEET NO.

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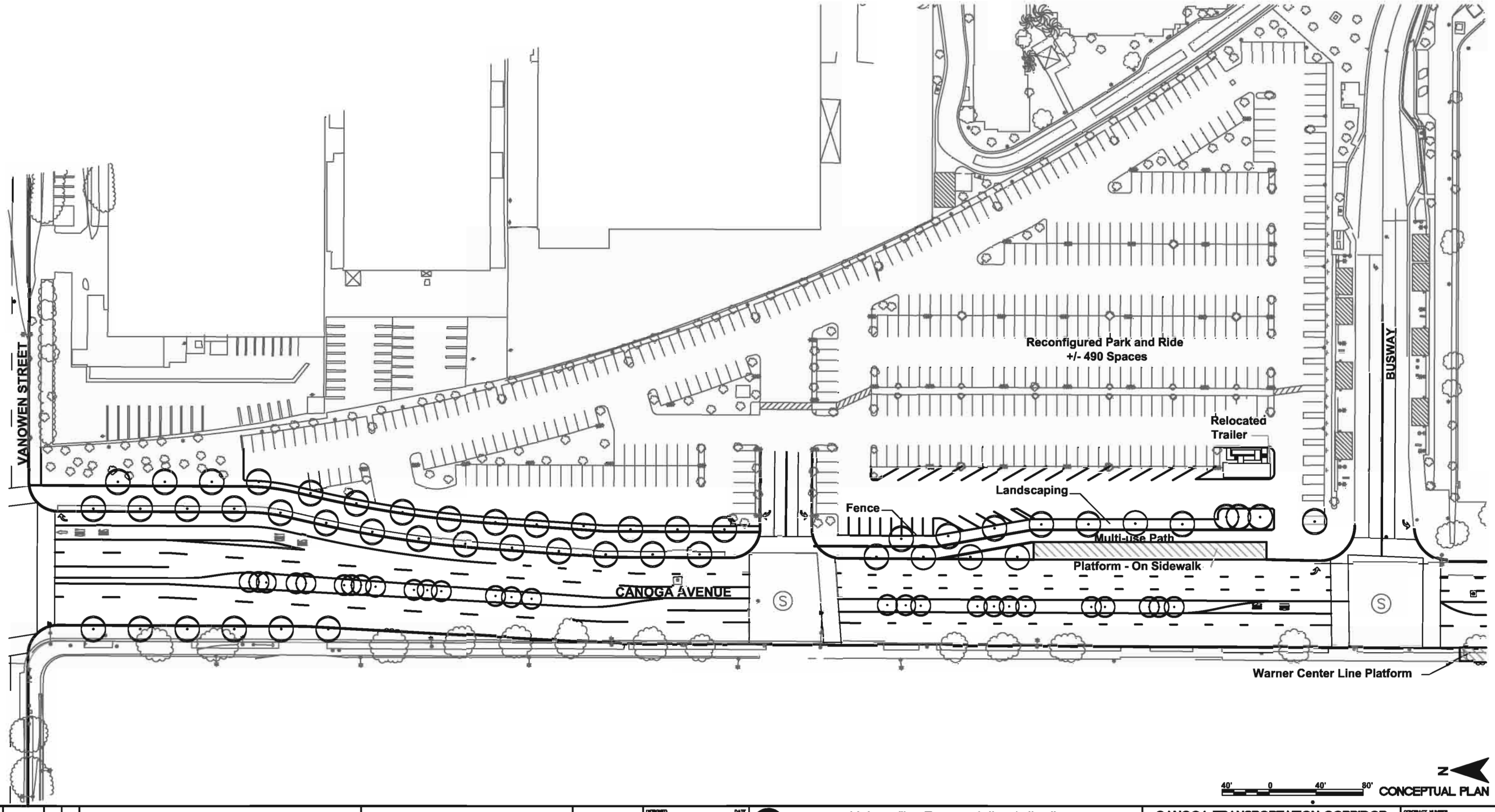

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC 02/03/08
DRAWN BY MK 02/03/08
CHECKED RG 02/04/08
DATE 02/18/08

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Metropolitan Transportation Authority

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Phone: (213) 488-0945
Fax: (213) 488-9440

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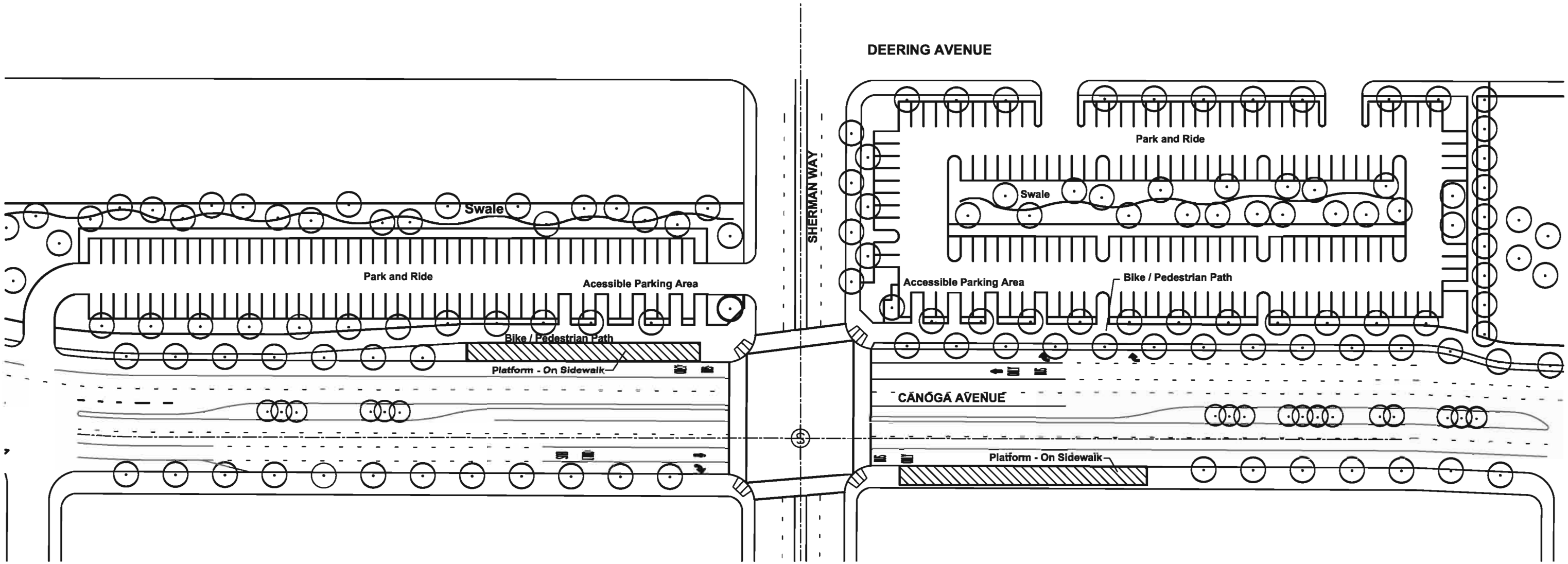
ARCHITECTURE PLANNING INTERIORS
6330 San Vicente Blvd, Suite 300 Los Angeles California 90048
T 323 937 4270 F 323 937 8001

CANOGA TRANSPORTATION CORRIDOR
CANOGA ON-STREET DEDICATED
BUS LANES ALTERNATIVE
CANOGA STATION AND PARK-AND-RIDE

CONTRACT NUMBER P843701952
DWG. NO. UD-010 REV.
SCALE 1"=40'
SHEET NO.

Feb 15, 2008 MK CADD FILE: G:\Planning Projects\7947 CANOGA\Drawings\023108\Definitive\CANOGA PARK-AND-RIDE.dwg



40' 0 40' 80'

N

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED EVC 02/03/08 DATE
DRAWN BY MK 02/03/08 DATE
CHECKED RG 02/04/08 DATE
DATE 02/18/08

Metro Metropolitan Transportation Authority

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www.gruenassociates.com T 323 937 4270 F 323 857 8001

CANOGA TRANSPORTATION CORRIDOR
CANOGA ON-STREET DEDICATED BUS LANES ALTERNATIVE
SHERMAN WAY STATION AND PARK-AND-RIDE

CONTRACT NUMBER PS43701952
DWG. NO. UD-011 REV.
SCALE 1"=40'
SHEET NO.

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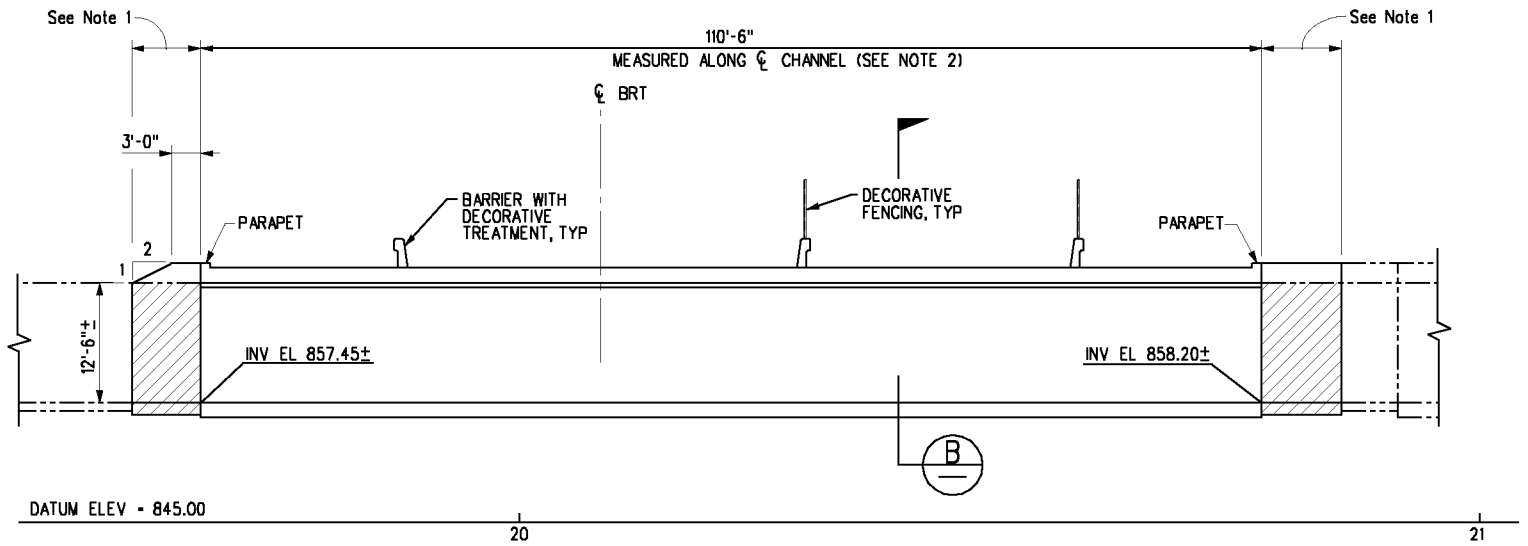
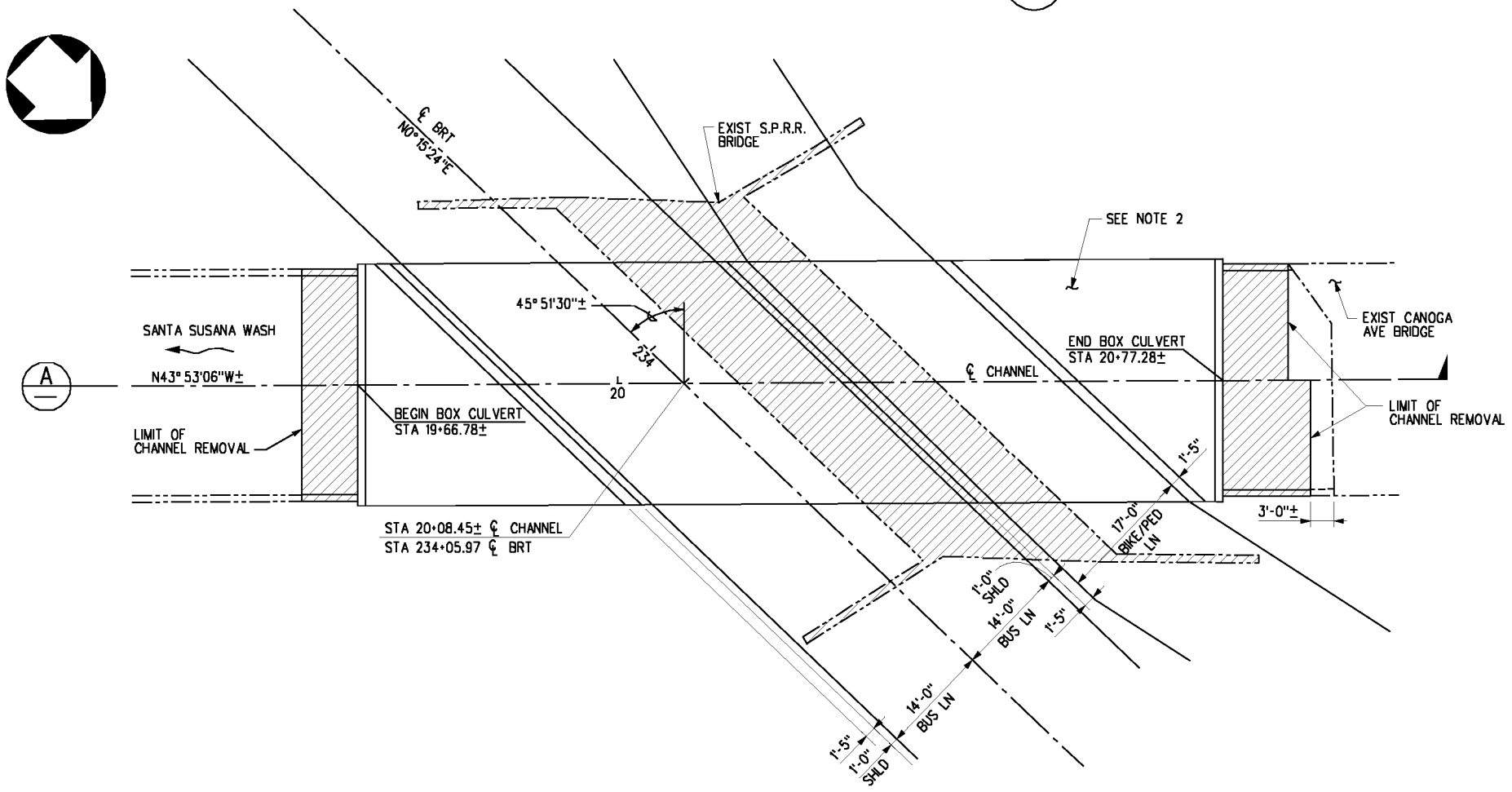


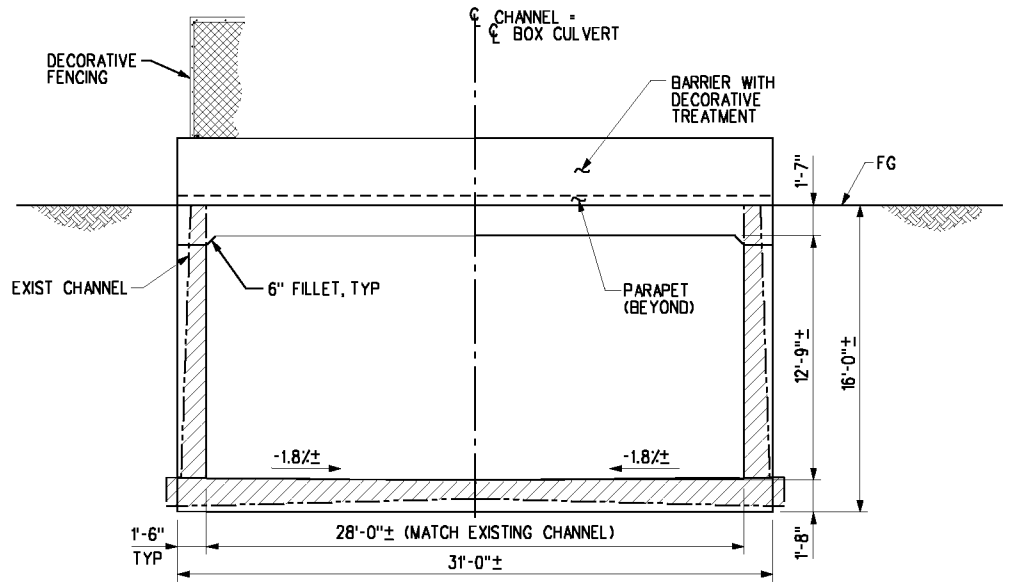
ELEVATION

SCALE: 1"=10'-0" — A



PLAN

SCALE: 1"=10'-0" — 1



SECTION

SCALE: 1"=5'-0" — B

LEGEND:

- DENOTES EXISTING STRUCTURE
- LIMITS OF STRUCTURE REMOVAL

NOTES:

1. RECONSTRUCT CHANNEL.
2. CHANNEL REMOVAL AT LOCATION OF PROPOSED BOX CULVERT NOT SHOWN FOR CLARITY.

CONCEPTUAL PLAN
OF BUSWAY – ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	M. PONCE — DATE
DRAWN BY	J. WANG — DATE
CHECKED	D. YEE — DATE
DATE	02/18/08

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DMJM HARRIS | AECOM — 515 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA 90017, TEL (213) 593-8000, FAX (213) 593-8623

CANOGA TRANSPORTATION CORRIDOR

SANTA SUSANA WASH BOX CULVERT

CONTRACT NUMBER	PS4370I952
DWG. NO.	S-001
REV.	
SCALE	AS NOTED
SHEET NO.	

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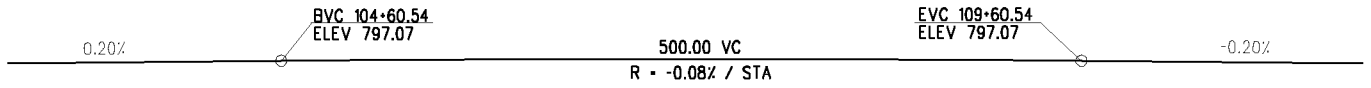
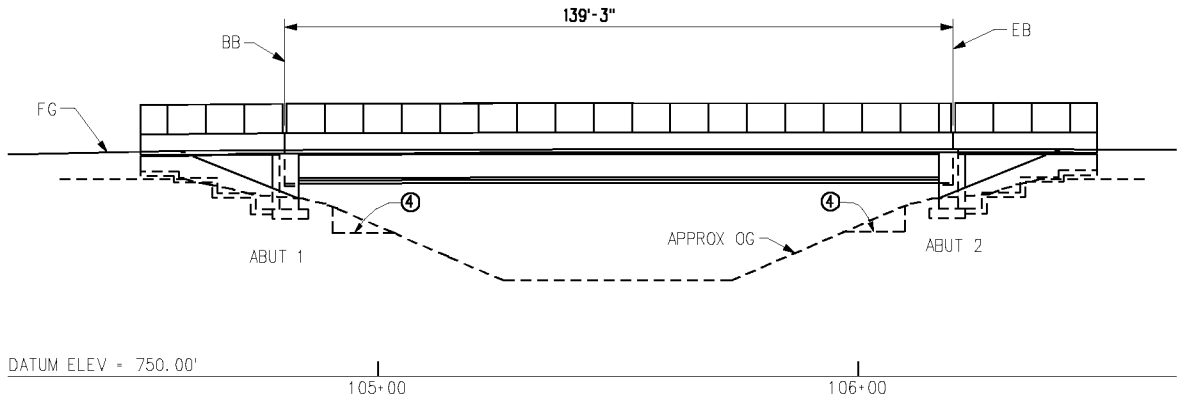
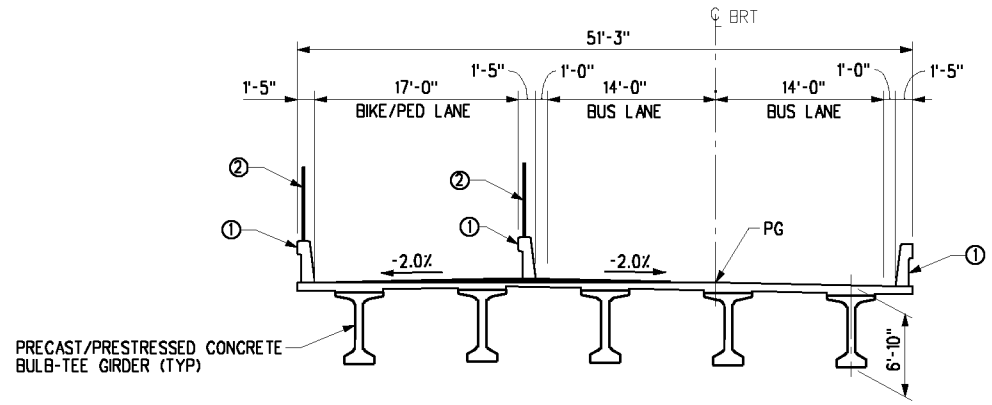


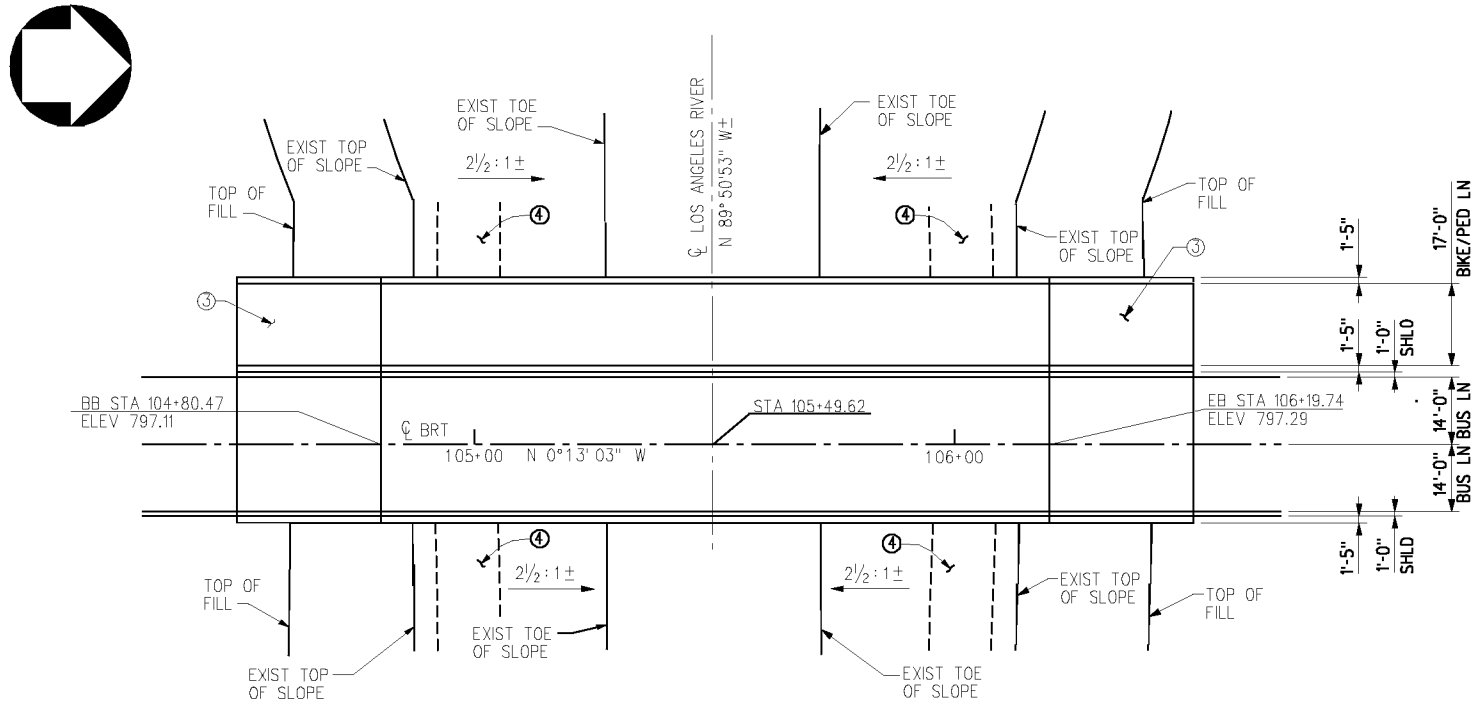
PROFILE GRADE C
NO SCALE



ELEVATION A
SCALE: 1"=20'



TYPICAL SECTION B
SCALE: 1/8"=1'-0"



PLAN 1
SCALE: 1"=20'

NOTES:
① BARRIER WITH DECORATIVE TREATMENT
② DECORATIVE FENCING
③ STRUCTURE APPROACH
④ FUTURE BIKEWAY BY OTHERS

CONCEPTUAL PLAN
OF BUSWAY – ALTERNATIVE 4

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED J. LEIMBERGER DATE
DRAWN BY J. WANG DATE
CHECKED D. YEE DATE
DATE 02/18/08

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS
757 Wilshire Blvd, Suite 4910
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-0440

DMJM HARRIS | AECOM
515 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90017
TEL (213) 593-8300
FAX (213) 593-8622

CANOGA TRANSPORTATION CORRIDOR

LOS ANGELES RIVER BRIDGE
GENERAL PLAN

CONTRACT NUMBER PS43701952
DWG. NO. S-002 REV.
SCALE AS NOTED
SHEET NO.

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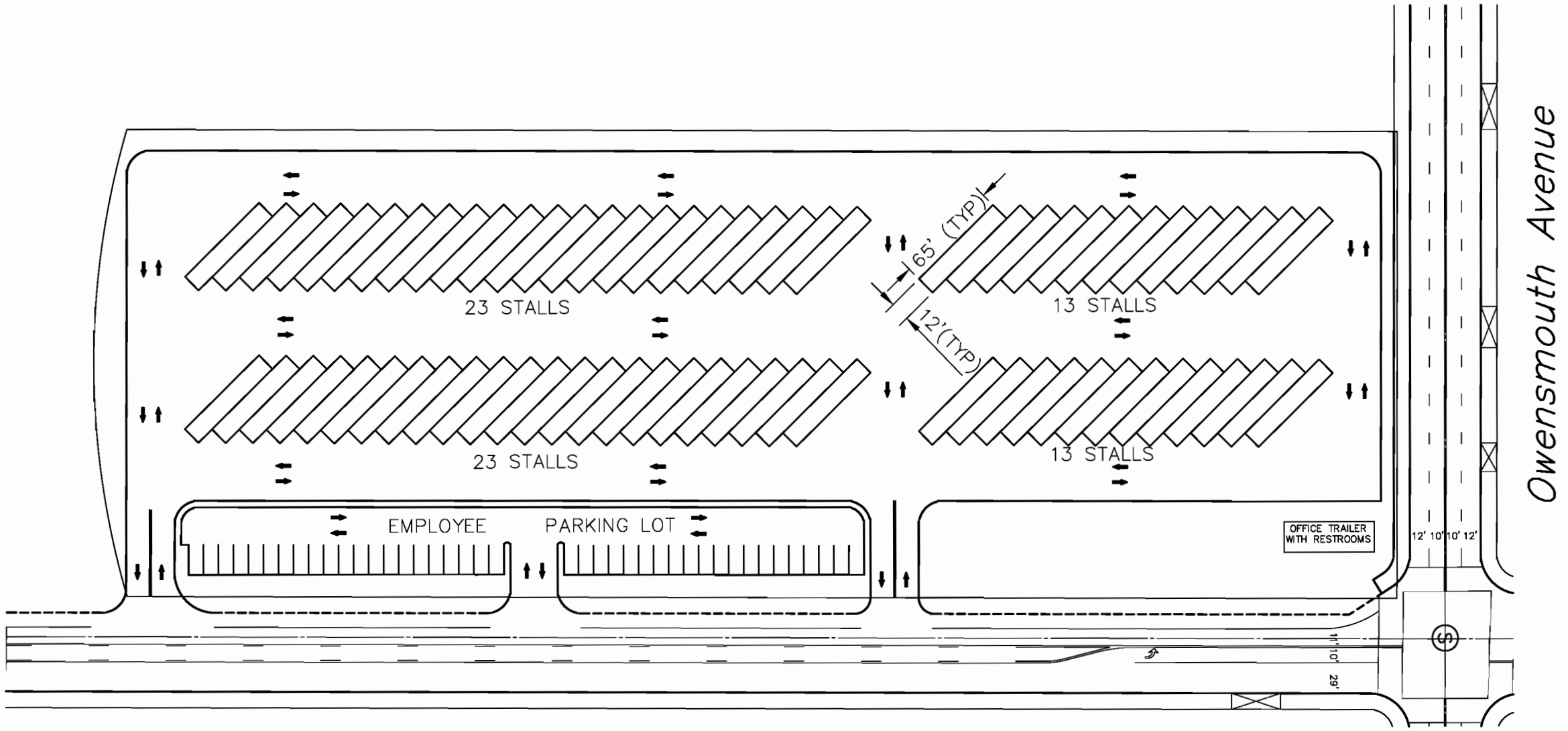

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED L. SALVATIERRA	02/08
DRAWN BY L. SALVATIERRA	02/08
CHECKED K. DERDERIAN	02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

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Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR OPERATION AND MAINTENANCE FACILITIES BUS PARKING LOT LAYOUT

CONTRACT NUMBER	PS43701952
DWG. NO.	OM-001
REV.	
SCALE	1"=80'
SHEET NO.	

Feb 14, 2008 M:\CADD FILE\ M:\2007\J07-1843 Northern Canoga Extension - Orangeline\CADD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg

NORTH

NON-REVENUE MAINTENANCE CONVERTED TO ADD A PLATFORM HOIST FOR 65 FOOT COACHES

ALABAMA AVENUE

NORDOHOFF STREET

PRAIRIE STREET

CANOGA AVENUE

23 STALLS

20 STALLS

22 STALLS

22 STALLS

22 STALLS

21 STALLS

20 STALLS

21 STALLS

22 STALLS

F.H

LT

LT

LT

FARE RETRIEVAL

8 BUS PARKING SPACES REMOVED

4 MAINTENANCE BAYS ADDED FOR 65 FOOT COACHES

BUS WASHER

CNG

7 STALLS

FUEL AND VACUUM BLDG.

80'

85'

10'-0"

MAINTENANCE BUILDING

EMPLOYEE PARKING

TRANSPORTATION BUILDING

EMPLOYEE PARKING

RELOCATED NON-REVENUE MAINTENANCE FACILITY

25'

40'

TIRE REPAIR BUILDING

SITE PLAN

SCALE : 1=50'-0"

CONCEPTUAL PLAN

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/05
DRAWN BY I. SALVATIERRA	DATE 02/05
CHECKED K. DERDERIAN	DATE 02/05
DATE	02/16/05

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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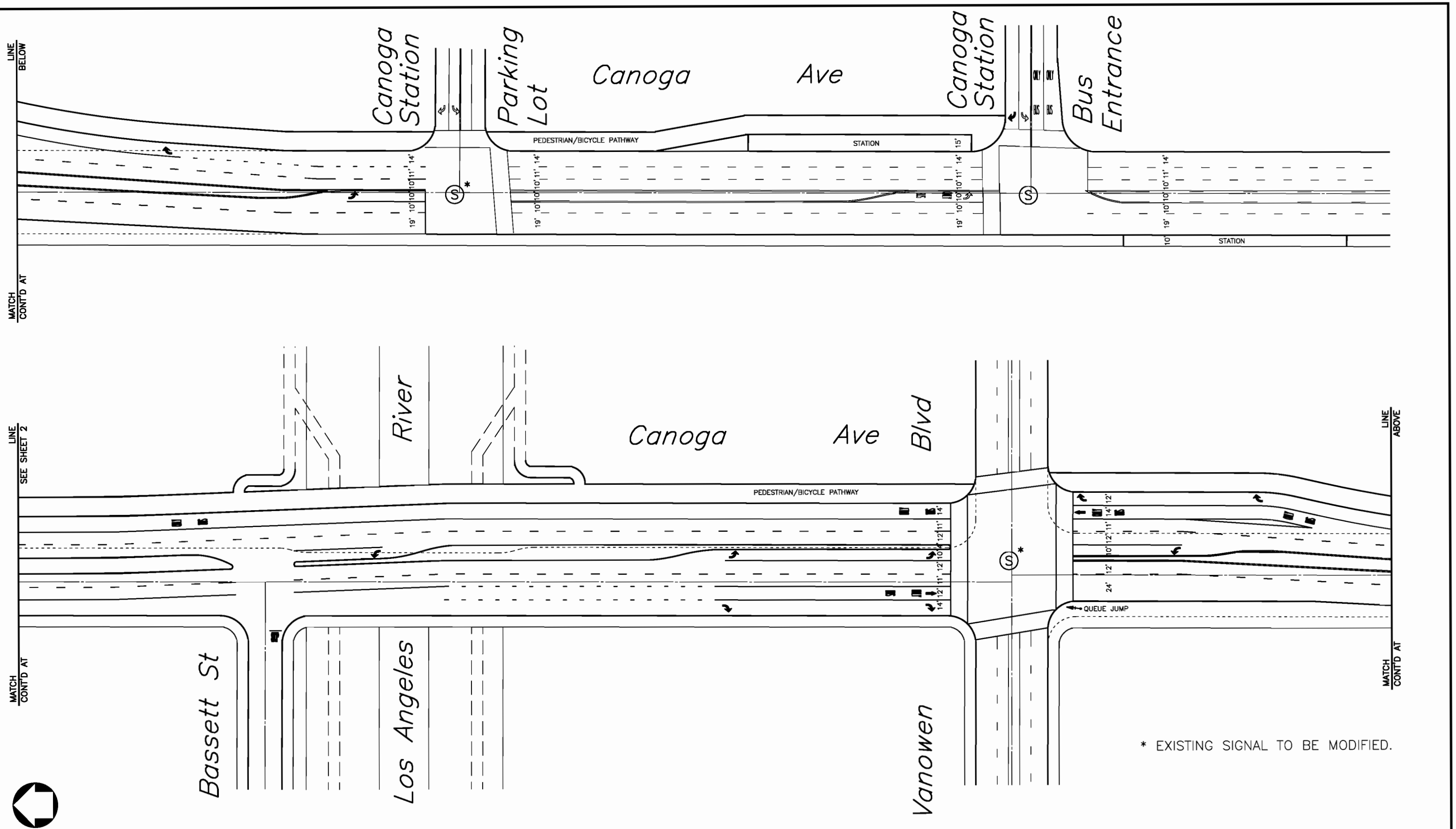
Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

CANOGA TRANSPORTATION CORRIDOR
MAINTENANCE EXPANSION
FOR 65 FOOT BUSSES
SITE PLAN

CONTRACT NUMBER	PS43701952
DWG. NO.	OM-002
REV.	
SCALE	1"=100'
SHEET NO.	

feb 14, 2005 M:\CAD\FILE: M:\2007\207-1843 Northern Corridor Extension - Orangeline\CAD\Conceptual Drawings\CANOGA OPTION OM-STREET ALT.dwg



CONCEPTUAL PLAN

SHEET 1 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED L. SALVATIERRA	DATE 02/08
DRAWN BY L. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro — LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS — 707 Wilshire Blvd, Suite 4810, Los Angeles, CA 90017-3610, Phone: (213) 488-3345, Fax: (213) 488-3440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
CANGOA STATION TO BASSETT ST

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-001
REV.	
SCALE	1" = 80'
SHEET NO.	

Feb. 14, 2008 M:\ CADD FILE: M:\2007\J07-1543 Northern Canoga Extension - Orangeline\CADD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg

LINE BELOW

MATCH CONT'D AT

Canoga Ave

PEDESTRIAN/BICYCLE PATHWAY

14' 11' 12' 14' 12' 11' 14'

Gault St

Hart St

LINE SEE SHEET 1

MATCH CONT'D AT

LINE ABOVE

LINE SEE SHEET 3

Canoga Ave

Wy

STATION

14' 12' 11' 12' 10' 12' 11' 12' 10' 12' 11' 14'

10' 12' 11' 12' 10' 12' 11' 12' 10' 12' 11' 14'

S *

PEDESTRIAN/BICYCLE PATHWAY

14' 12' 11' 12' 10' 12' 11' 14'

16'

STATION

MATCH CONT'D AT

Sherman

* EXISTING SIGNAL TO BE MODIFIED.

CONCEPTUAL PLAN

SHEET 2 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

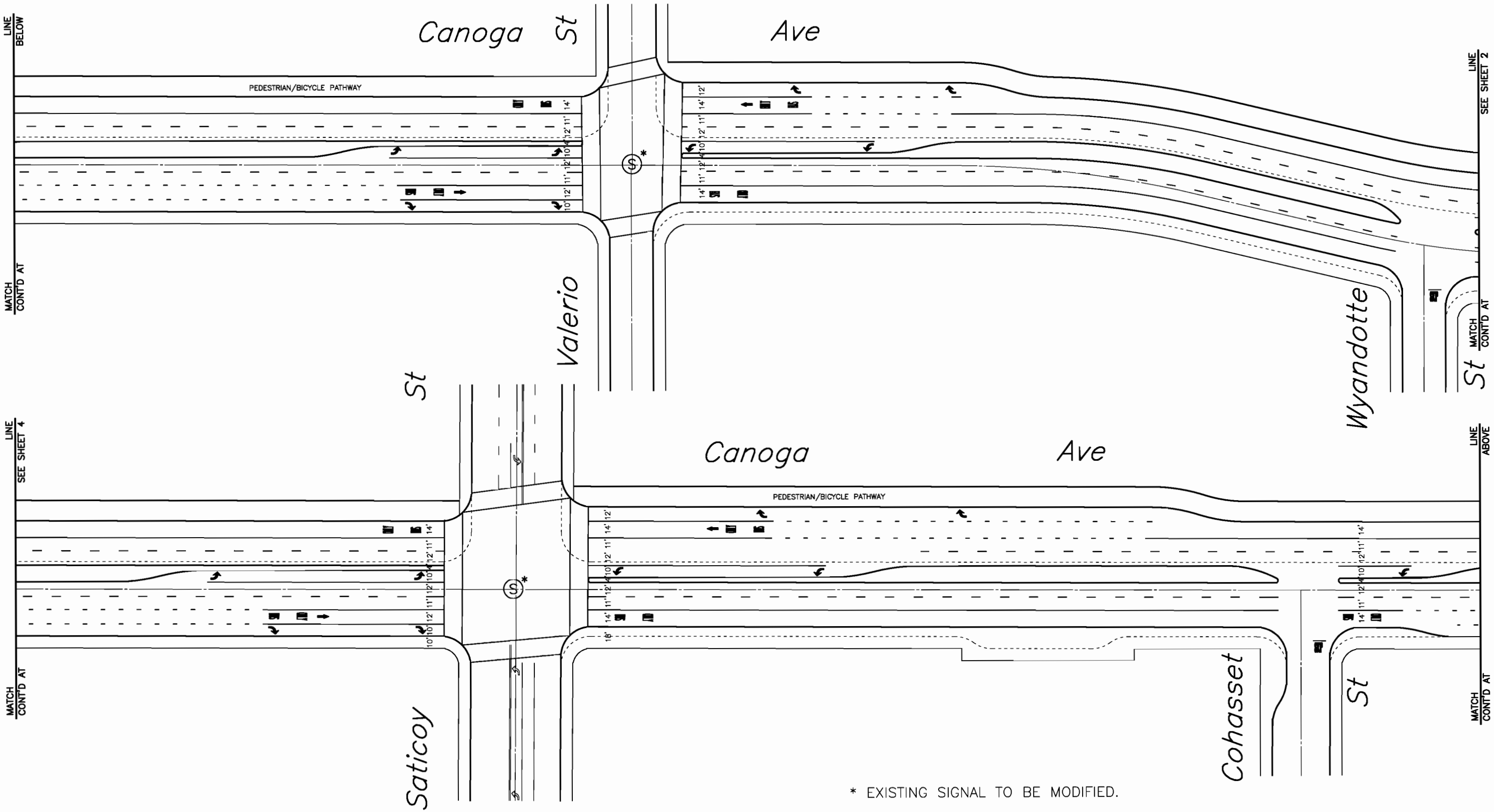
DESIGNED L. SALVATIERRA	DATE 02/08
DRAWN BY L. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS 707 Wilshire Blvd, Suite 4910 Los Angeles, CA 90017-3510 Phone: (213) 488-0340 Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
BASSETT ST TO WYANDOTTE ST

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-002
REV.	
SCALE	1" = 80'
SHEET NO.	



* EXISTING SIGNAL TO BE MODIFIED.

CONCEPTUAL PLAN

SHEET 3 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED I. SALVATIERRA	02/08
DRAWN BY I. SALVATIERRA	02/08
CHECKED K. DERDERIAN	02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0340
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
WYANDOTTE ST TO KESWICK ST

CONTRACT NUMBER PS43701952
DWG. NO. SS-003 REV.
SCALE 1" = 80'
SHEET NO.

Feb. 14, 2008 M:\ CADD FILE: M:\2007\J07-1643 Northern Canoga Extension — Orangeline\CAD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg

LINE BELOW

Canoga Ave

PEDESTRIAN/BICYCLE PATHWAY

14' 12' 11' 14'

14' 11' 12'

10'

MATCH CONT'D AT

Ingomar St

Keswick St

LINE SEE SHEET 3

MATCH CONT'D AT

LINE SEE SHEET 5

Canoga Ave

LINE ABOVE

PEDESTRIAN/BICYCLE PATHWAY

14' 12' 11' 14'

14' 11' 12'

10'

MATCH CONT'D AT

Strathern St

MATCH CONT'D AT

CONCEPTUAL PLAN

SHEET 4 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED I. SALVATIERRA	02/08
DRAWN BY I. SALVATIERRA	02/08
CHECKED K. DERDERIAN	02/08
DATE	02/15/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-2845
Fax: (213) 488-2440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
KESWICK ST TO STRATHERN ST

CONTRACT NUMBER PS43701952
DWG. NO. SS-004 REV.
SCALE 1" = 80'
SHEET NO.

Feb 14, 2008 M:\ CADD FILE: M:\2007_107-1843 Northern Canoga Extention - Orcnoeline\CAD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg

LINE BELOW

Canoga Ave

PEDESTRIAN/BICYCLE PATHWAY

STATION

14' 11' 12' 14' 12' 11' 14'

LINE SEE SHEET 4

MATCH CONT'D AT

LINE SEE SHEET 6

Canoga Ave

Blvd

PEDESTRIAN/BICYCLE PATHWAY

STATION

14' 12' 11' 14' 12' 11' 14'

10' 12' 11' 12' 10' 12' 11' 12' 10'

18' 14' 11' 12' 10' 12' 11' 14' 12'

LINE ABOVE

MATCH CONT'D AT

Schoenborn St

Roscoe

MATCH CONT'D AT

* EXISTING SIGNAL TO BE MODIFIED.

CONCEPTUAL PLAN

SHEET 5 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS Advanced Transportation Technology

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0240
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
STRATHERN ST TO CHASE ST

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-005
REV.	
SCALE	1" = 80'
SHEET NO.	

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LINE BELOW

MATCH CONT'D AT

LINE SEE SHEET 5

MATCH CONT'D AT

LINE SEE SHEET 7

MATCH CONT'D AT

LINE ABOVE

MATCH CONT'D AT

Canoga Ave

Chase St

Canoga St

Ave

Parthenia St

PEDESTRIAN/BICYCLE PATHWAY

68'

96'

110'

150'

320'

212'

14' 12' 11' 14'

14' 11' 12'

10' 14' 11' 12'

12' 11' 14' 12'

10' 10' 12' 11' 12'

14' 11' 12'

18'

* EXISTING SIGNAL TO BE MODIFIED.

CONCEPTUAL PLAN

SHEET 6 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED	I. SALVATIERRA	DATE 02/08
DRAWN BY	I. SALVATIERRA	DATE 02/08
CHECKED	K. DERDERIAN	DATE 02/08
DATE	02/18/08	

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

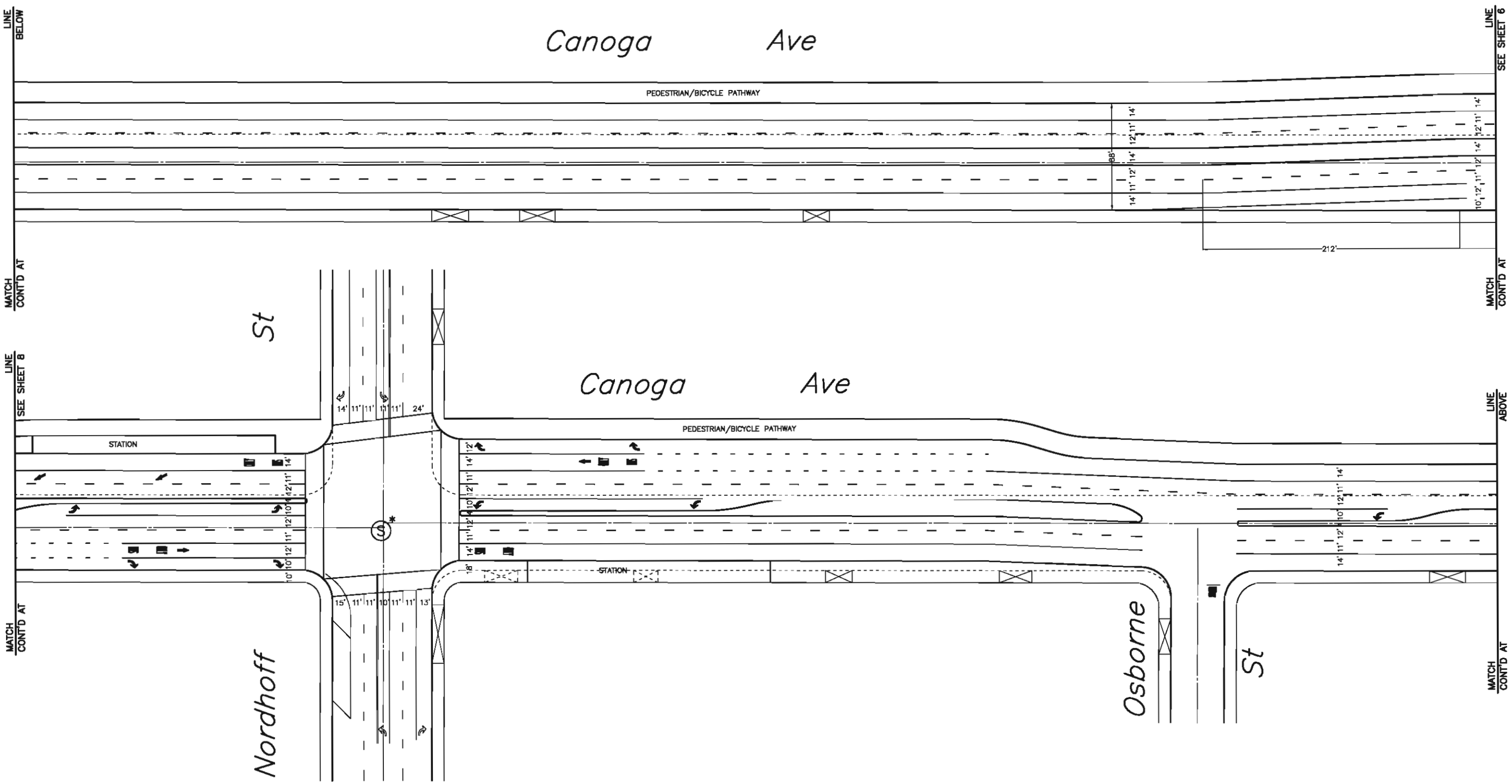
ITERIS Planning Engineering Deployment and Support

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3910
Phone: (213) 488-0240
Fax: (213) 488-0440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
CHASE ST TO PARTHENIA ST

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-006
REV.	
SCALE	1" = 80'
SHEET NO.	

Feb 14, 2008 M:\CADD FILE: M:\2007_07-1643 Northern Canoga Extension - Orangeline\CAD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg



* EXISTING SIGNAL TO BE MODIFIED.

CONCEPTUAL PLAN

SHEET 7 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
PARTHENIA ST TO NORDHOFF ST

CONTRACT NUMBER PS43701952
DWG. NO. SS-007 REV.
SCALE 1" = 80'
SHEET NO.

Feb 14, 2008 M:\CADD FILE: M\2007_07-1843 Northern Canoga Extension – Orangeline\CAD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg

LINE BELOW

MATCH CONT'D AT

LINE SEE SHEET 7

MATCH CONT'D AT

Canoga Ave

PEDESTRIAN/BICYCLE PATHWAY

14' 12' 10' 12' 14'

Prairie St

LINE SEE SHEET 9

MATCH CONT'D AT

Canoga Ave

LINE ABOVE

PEDESTRIAN/BICYCLE PATHWAY

14' 12' 10' 12' 14'

Plummer St

Gledhill St

MATCH CONT'D AT

CONCEPTUAL PLAN

SHEET 8 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

	DATE
DESIGNED L. SALVATIERRA	02/08
DRAWN BY L. SALVATIERRA	02/08
CHECKED K. DERDERIAN	02/08
DATE	02/18/08

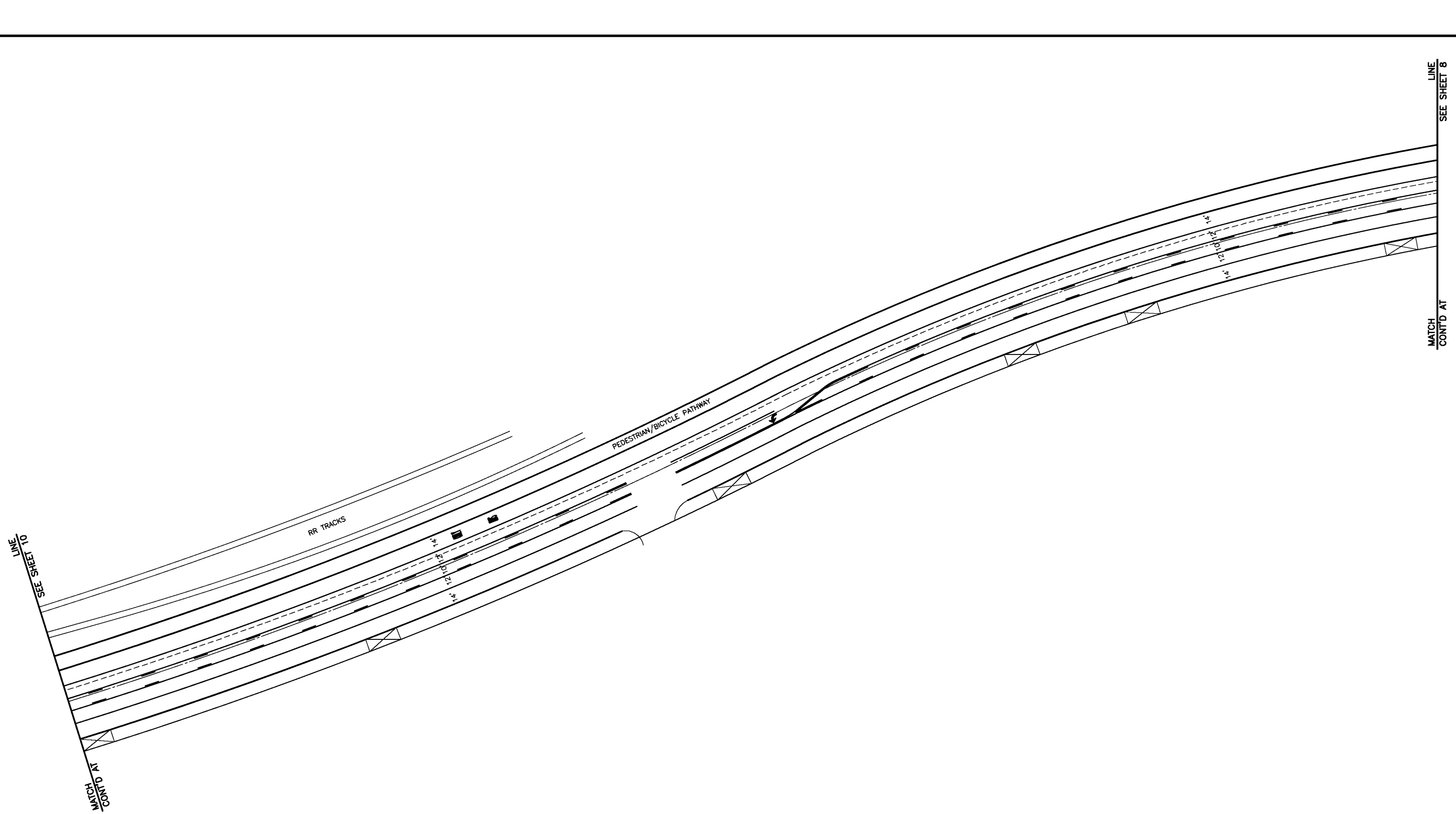
Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
NORDHOFF ST TO PLUMMER ST

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-008
REV.	
SCALE	1" = 80'
SHEET NO.	



CONCEPTUAL PLAN

SHEET 9 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

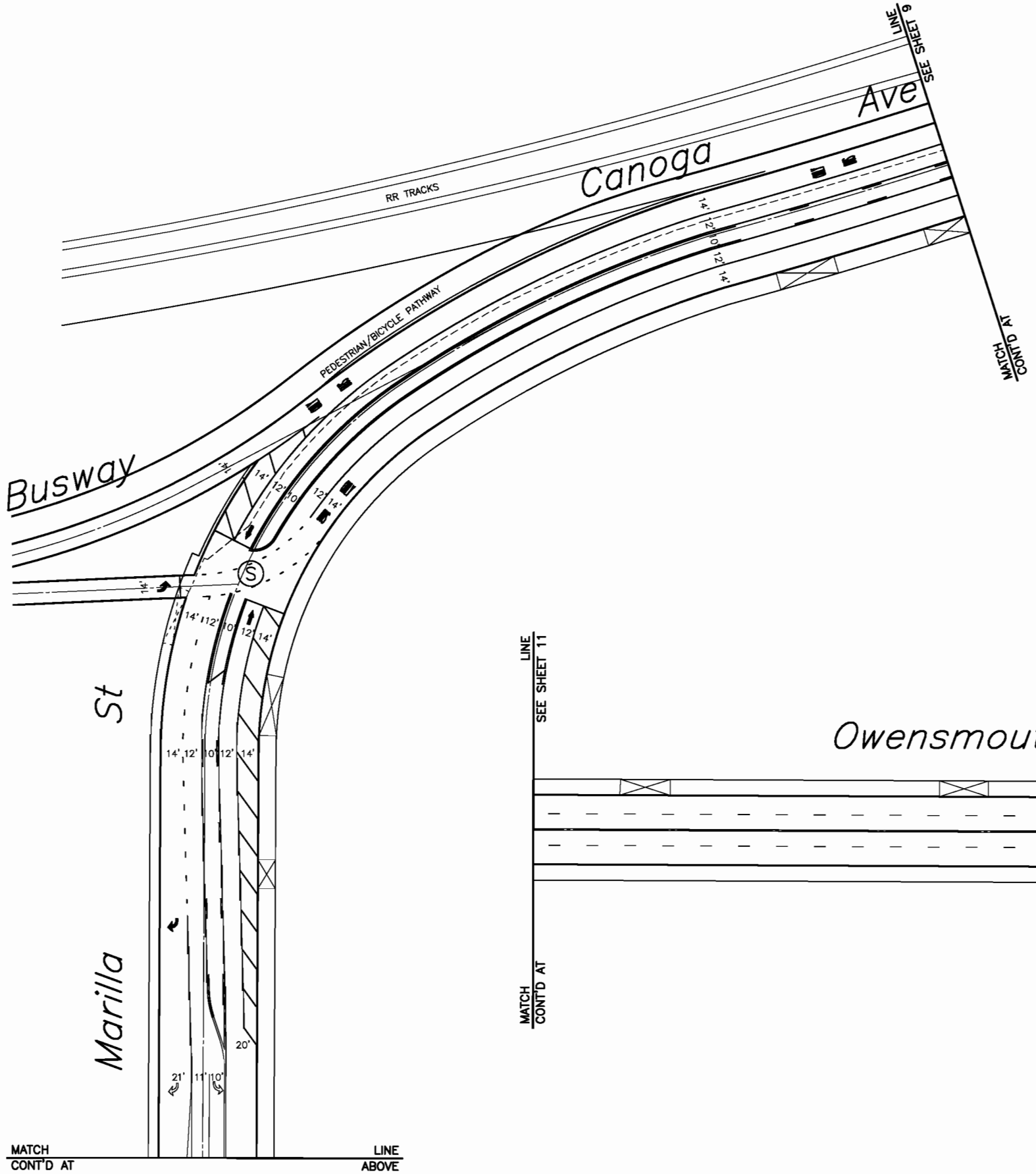
ITERIS

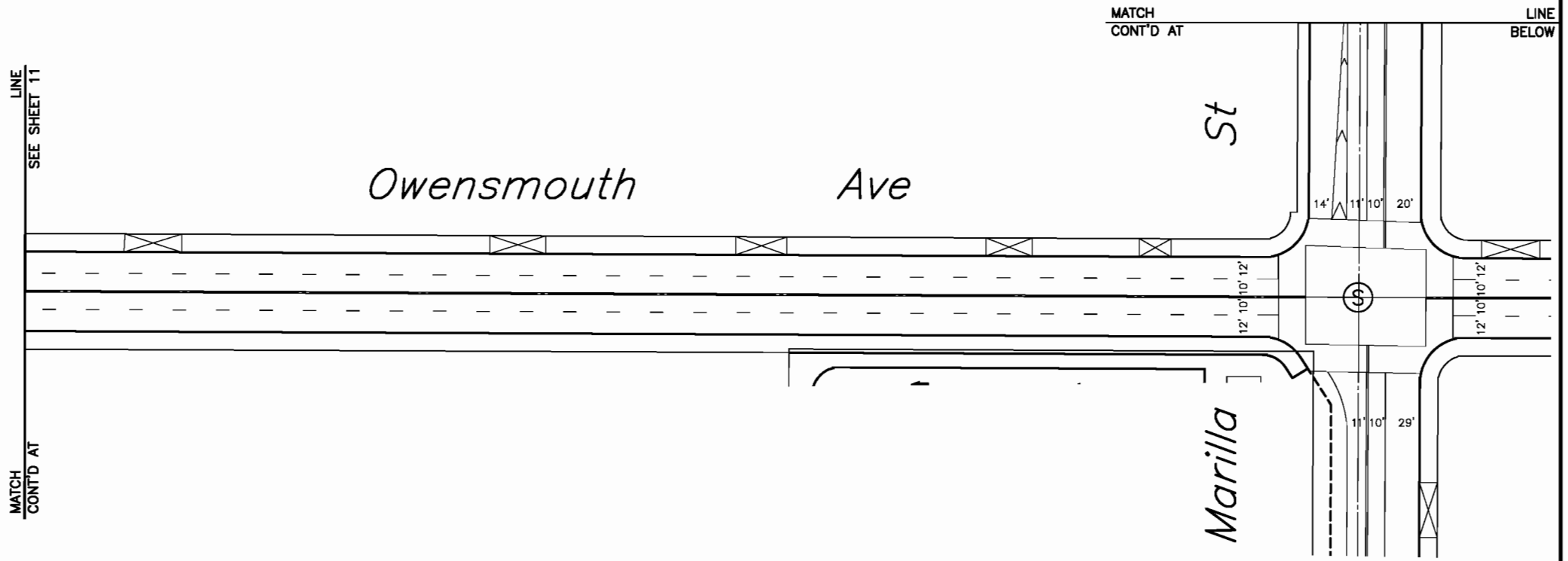
707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
CANOGA AVENUE
PLUMMER ST TO MARILLA ST

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-009
REV.	
SCALE	1" = 80'
SHEET NO.	

Feb 14, 2008 M: CADD FILE: LA\2007\J07-1843 Northern Canoga Extension – Orangeline\CAD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg





CONCEPTUAL PLAN

SHEET 10 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS Transportation Engineering Technology

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-3245
Fax: (213) 488-3440

CANOGA TRANSPORTATION CORRIDOR ON- STREET BUS ALTERNATIVE

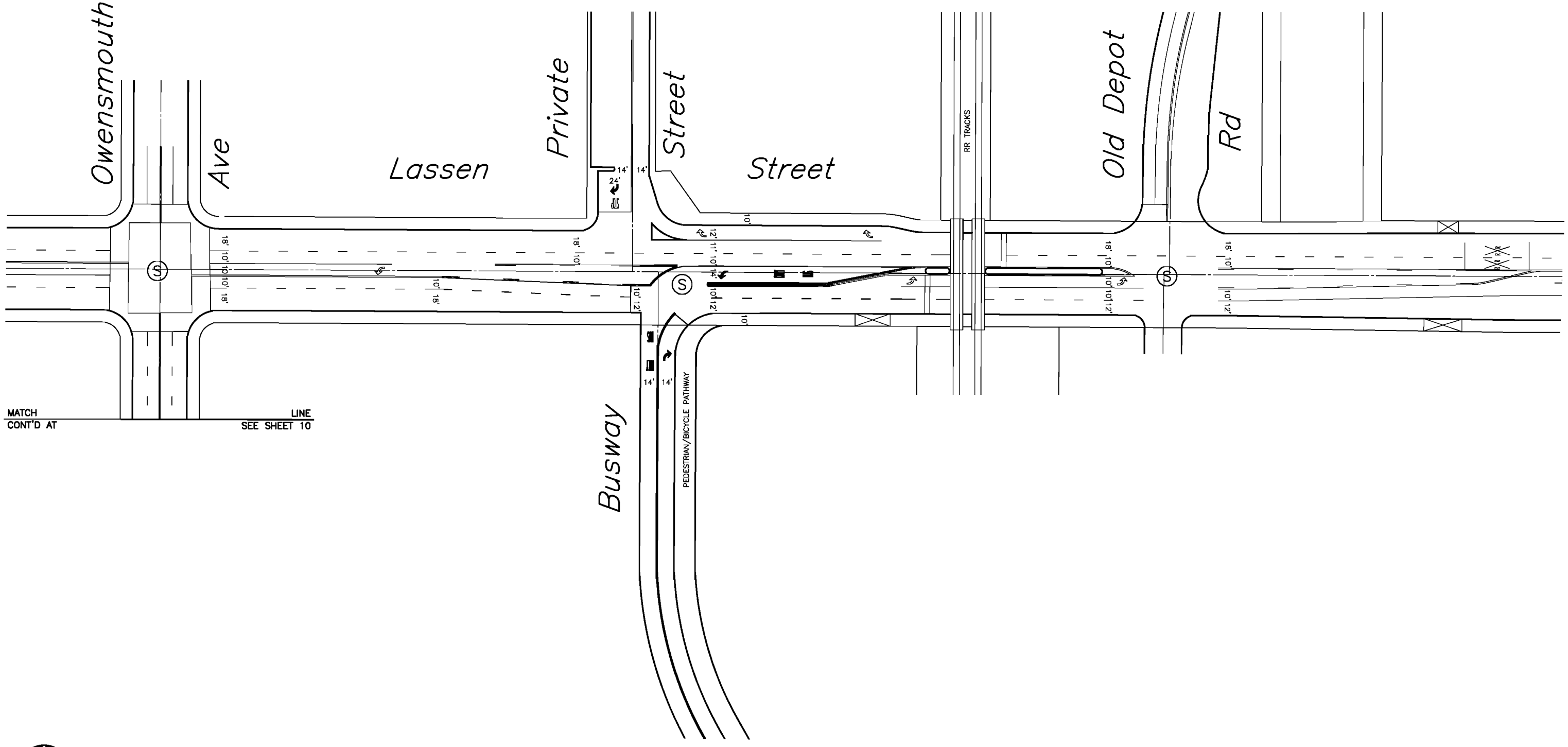
CONCEPTUAL STRIPING PLAN

MARILLA ST/OWENSMOUTH AVE

CANOGA AVE TO LASSEN ST

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-010
REV.	
SCALE	1" = 80'
SHEET NO.	

Feb 14, 2008 M: CADD FILE: M:\2007\JB07-1843 Northern Canoga Extension -- Orcinegatina\CADD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg



CONCEPTUAL PLAN

SHEET 11 OF 11

REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED I. SALVATIERRA	DATE 02/08
DRAWN BY I. SALVATIERRA	DATE 02/08
CHECKED K. DERDERIAN	DATE 02/08
DATE	02/18/08

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ITERIS

707 Wilshire Blvd, Suite 4810
Los Angeles, CA 90017-3610
Phone: (213) 488-0345
Fax: (213) 488-9440

CANOGA TRANSPORTATION CORRIDOR
ON- STREET BUS ALTERNATIVE
CONCEPTUAL STRIPING PLAN
LASSEN STREET
OWENSMOUTH AVE TO OLD DEPOT RD

CONTRACT NUMBER	PS43701952
DWG. NO.	SS-011
REV.	
SCALE	1" = 80'
SHEET NO.	

Feb 14, 2008 M: CADD FILE: MA\2007A\07-1843 Northern Canoga Extension — Orangeline\CAD\Conceptual Drawings\CANOGA OPTION ON-STREET ALT.dwg